Malcolm Smith Interv

CYCLE NEWS®

WEST

Volume XIII : Number 36 : September 14, 1976 75¢

Talledega Short Stuff

Texas terrors tear 'em up

Salt Free Diets

Bonneville Speed Week recipe

Desert drenching

Silver Cup, Rare Desert & Invaders GP

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Bob Popiel, often referred to as Dick Burleson's "mechanic," took a day off from the Husqvarna service department to win the Jackpine National Enduro with six points overall, riding a Husky Automatic. Bob zeroed the entire second day of what was described as a dry, fairly easy Jackpine. "A" rider honors went to Can-Am's Skip Olson. Neither Burleson nor Jack Penton had a very good weekend, leaving their relative positions for the season unchanged. Scoring on a "net" basis, King Richard has five wins to Penton's three. John Penton won the Senior class – what more is there to say?

HosPITal STOP: Immobilized for the next several weeks is MIC Exec. Sec. Carol Vancil, victim of a bicycle accident while riding with husband Mike. Doctors say she's lucky to be alive and not paralyzed after losing control of her bike on a downhill, going over a curb and breaking her neck. She's in intensive care at San Clemente General Hospital, insisting she's going to be in the stands at Ascot October 9. Mike says with a boost from friends' cards and letters, she just might do it.

Folks who've been missing our Scramblin' scribe Maureen Lee, she's still recuperating from extensive feminine surgery performed last month. Maureen's got a new column head, "Throttle Connection" which she's looking to spring on the world as soon as she's up and about.

The Hook and Ladder folks are at it again and this year's annual two-day fun in the sun family enduro promises to be bigger and better than ever. On Sunday at 1 p.m., the California Aerial Circus Parachute Team will perform their daring diving feats; at 3 p.m. a free mini trial, for kids under 12 yrs., will take place. Lots of nifty prizes and giant toys will be given away to the winners and participants; at 6 p.m. a Bar-B-Que feast will be served by the Cal City Public Safety Dept. Commission for $2.50 per person. On Sunday, enduro day, they're gonna be giving away so much stuff you wouldn't believe it, even if we had room to list it all. If you miss this one, too bad, 'cause you'll have to wait 'till next year for a second chance.

Hold on to your boot buckles, Hopetown's comin' early this year. Entries don't open till September 13 but at least you can fill out the form (in the results section) and hold on to it. October 28-29 will be the Dirt Diggers MC's big weekend. Entry, of course, is very limited so you better have your act together come next Monday at 12:01 a.m.

Ever thought about going on Safari? You can – on a bike, yet. The first Baja Safari, billed as an incredible six day motorcycle tour of the northern half of the Baja Peninsula, will cover 600 miles of off-road and on-road terrain. The bike, a 1976 Honda 250XL-K2, is part of the package. The cost seems reasonable, considering everything involved in the package, so if you're interested, call Baja Safari 714/557-8921, for all the info.

Kennedy Meadows is open for recreation again, thanks to recent rains. Directions: From Hwy. 14 or 395 just north of Inyokern, take Nine Mile Canyon west. Obtain trail maps at the Ranger station.

Though AMA did not have the points totals confirmed at presstime, Chuck Joyner may have gone ahead of Sonny Burres in the Pacific Regional Expert standings; and Eddie Lawson may have overtaken Novice pointsleader Danny Hogue, after Regional events at Clackamas, Oregon September 3 (TT) and Roseburg, Oregon September 4. Lawson (Bul) won both Mains back-to-back; Joyner got a first and a second, while Junior Ted Davidson got back-to-back wins to pad his already humongous lead.

Why is this man grinning? We don't know, either – because Roy "Tuner" Turner, that most eligible of Team Honda mechanics, is biting the dust, taking the ultimate endo, or, to retreat to the vernacular, getting hitched. Wave bye-bye, pit tootsies – D-Day is September 11.

Senior class rider C.V. Greene took a first in class at the Invaders GP on Sunday Then he refueled his 250 Harley and headed from the area near Cajon Pass on fireroads to Cal City where DRA was holding a race. Arriving minutes before the banner dropped, he competed in that race too. Anybody want a deserving candidate for an "Iron Man" award?

Who sez MX Cat isn't based on real life? We know of a certain lady whose bike failed her out in the desert. When she got back to the pits, she threw it down and stomped on it. A new bike is on the way.

CRC will host a Gran Prix through the city streets of Adelanto, California over Thanksgiving weekend. The City Council and Chamber of Commerce have stamped their approval on the event.

Is the Sierra Club running the roads, too? Adrienne Gianturco, California's imported ace Transportation Director, appeared on TV recently to explain why her department's Diamond Lane experiment, designed supposedly to improve the environment, never filed an environmental impact statement. Ms. G has fixed all that, she says. Now she gets Sierra' Club input on traffic matters. Betcha she don't ask no bikers, or hitch-bikers.

Pop's got it on the best of authority (rumor) that there's a turbo-charged, fuel-injected MV Agusta a-building somewhere in the SoCal area.

The NorCal round of the U.S. Trials Championship will be at Donner Ski Ranch near Soda Springs, Ca. this year. The October 17 event will feature a spectator-oriented loop, laid out in the clear air of 7000 ft. elevation. You Angelinos may not want to come back. Call (916) 426-3578 or 677-1280 (ask for Bob) for more details.

BLM has instituted an annual permit system in its Riverside and Bakersfield Districts. The idea is for race-promoting clubs to apply at one time for all their events during the coming year. They've set a deadline of September 30 for all applications covering the period January 1 to September 30, 1977. Call (916) 484-4636 for more info.

Hint from W/ERA: Every street rider is a potential racer, if you can convince him that the average race entry fee is half the price of the average speeding ticket. Good thinkin' back there in Philadelphia, or wherever . . .

There's an outfit in Minnesota that will build you the ultimate tow vehicle for eliciting spectator double-takes. It's called the Elite Enterprise MiniMack – a fiberglass replica of a Mack truck tractor that fits a Volkswagen chassis.

You can always tell who the diehard road racers are at lightly-attended Willow Springs race meeting – they're the ones who are there. The rest of you guys shoulda' been there. Heck, the traditional dust storm didn't start till after the races were over!

Speaking of diehards, a D-36 scrambles series picks up Friday nights at Fremont in October.

Signs of approaching autumn: San Jose mile tickets go on sale at selected NorCal cycle shops. Out-of-area fans call (408) 438-3210.

According to P.I.T.S. top, things are getting tight in the Stanislaus Nat'l. Forest due to posey-sniffer pressure. Folks who ride the area are urged to write Gary Cargill, Stanislaus NF Headquarters, 175 So. Fairview Ln., Sonora, CA. to object to forest trail closures.

There's another "Pork Chop" – a sectioned Harley speedway bike – out East, prepared by Harley of Hamilton, Ohio. Mike Partin's special uses '69 cases and a '48 top end. Could the factory itself come up with a 500cc fuel-burning Single if they wanted to? We have it on spec that it wouldn't be hard at all. The components to do so have been laying around their museum for 40 years . . .

The San Bernardino Sizzlers speedway team has picked up Brad Oxley as a reserve rider. another of Speedway's favorite sons, Tom Morley, 18, joined the Bakersfield Bandits to fill in for injured Brian Short.

Recent rains have removed much of the acute fire danger in California's Sequoia NF and surrounding high country. Check locally before going riding, however.

Slight correction to that Louisiana helmet notice – don't take your hat off in that state until after October 1 when their repeal for riders over 18 takes effect officially.

Poppa typo'd on the time of day for that Speedway report on KOLA, Los Angeles. That's 6:25 p.m., not 6:45.

Louisiana and Alaska joined the honor roll of states without mandatory helmet laws during the past month. An AMA mass mailout went to Louisiana members, urging them to write their state Senators on the issue.

UP SHOT

Hot flashes from Yurrp

SPEEDWAY – Peter Collins, with a 14 point victory, gave England its first World Champion in 14 years at the Individual Finals in Katowice, Poland, September 5. Collins lost only one of his five races, placing second to Ivan Mauger. Scott Autrey, America's Lone Eagle, got three seconds, a third and a falldown to place ninth (seven points) in the 16-rider field. The top five: 1. Peter Collins (GB) 14; 2. Malcolm Simmons (GB) 13; 3. Phil Crump 12; Ivan Mauger (NZ) 11; Zenon Plech (Pol) 11.

MOTOCROSS – Belgium swept the rest of the world in the Trophee des Nations, Wohlen, Switzerland, September 5, beating the USSR by 14 points. Roger DeCoster led the Belgian romp with a 1-4 score. The U.S. team was skunked (sixth overall), though Tony D. managed a pair of sevenths and Bob Hannah got a tenth. Jiri Churavy won the second moto for the third place Czech team, but did not figure in the first moto top ten. Other outstanding individual scores were Gunnady Moisseev (USSR) 2-9, Vladimir Kavinov (USSR) 6-5, and Graham Noyce (GB) 5-6. Overall scores were: 1. Belgium, 52; 2. USSR 66; 3. Czechoslovakia 74; 4. Sweden 77; 5. Great Britain 88; 6. USA 101.

ROAD RACING – Though mechanical problems netted Gary Nixon a 17th-DNF in two heats of the Dutch round September 5, his Formula 750 points lead may be still intact, as his closest challenger, Michel Rougerie, was put out for the season by a broken ankle sustained in a car accident. Pat Hennen was fifth in the first heat, but retired after guessing wrong on tires during a rain-swept second heat. Top five overall were: 1. Victor Palomo (Yam); 2. Kirk Van Dolman (Yam); 3. Phil Read (Yam); 4. John Newbold (Suz); 5. T. Katayama (Yam).

TRIALS – Yrjo Vesterinen (Bul) won the Finland round September 5 to gain some space on Malcolm Rathmell (Mon) who finished second. Without telling us whether they were net or gross scores, our source sent us updated world championship standings showing Vesti leading Rastus, 93 points to 83 after the Finland round. That same source couldn't tell us what happened in Sweden the week before, either – except that Ulf Karlsson won there. Such are the trials (oops) and tribulations of gleaning news from da Ol' Country . . .

Suzuki forms seven man Trans-AMA squad

Led by five-time World Champion Roger DeCoster, the Suzuki team goes into this year's Trans-AMA series, to overwork a phrase, loaded for bear. Backing up Roger D. will be double-winner and Trans-AMA runnerup Gerrit Wolsink, two-time 250cc National Champion Tony DiStefano, Steve Stackable to contest his first Trans-AMA on Suzuki, a mended Billy Grossi minus one appendix, 125cc teamster Danny LaPorte out to try a big-bore ride, and 16-year-old team rookie Jeff Jennings.

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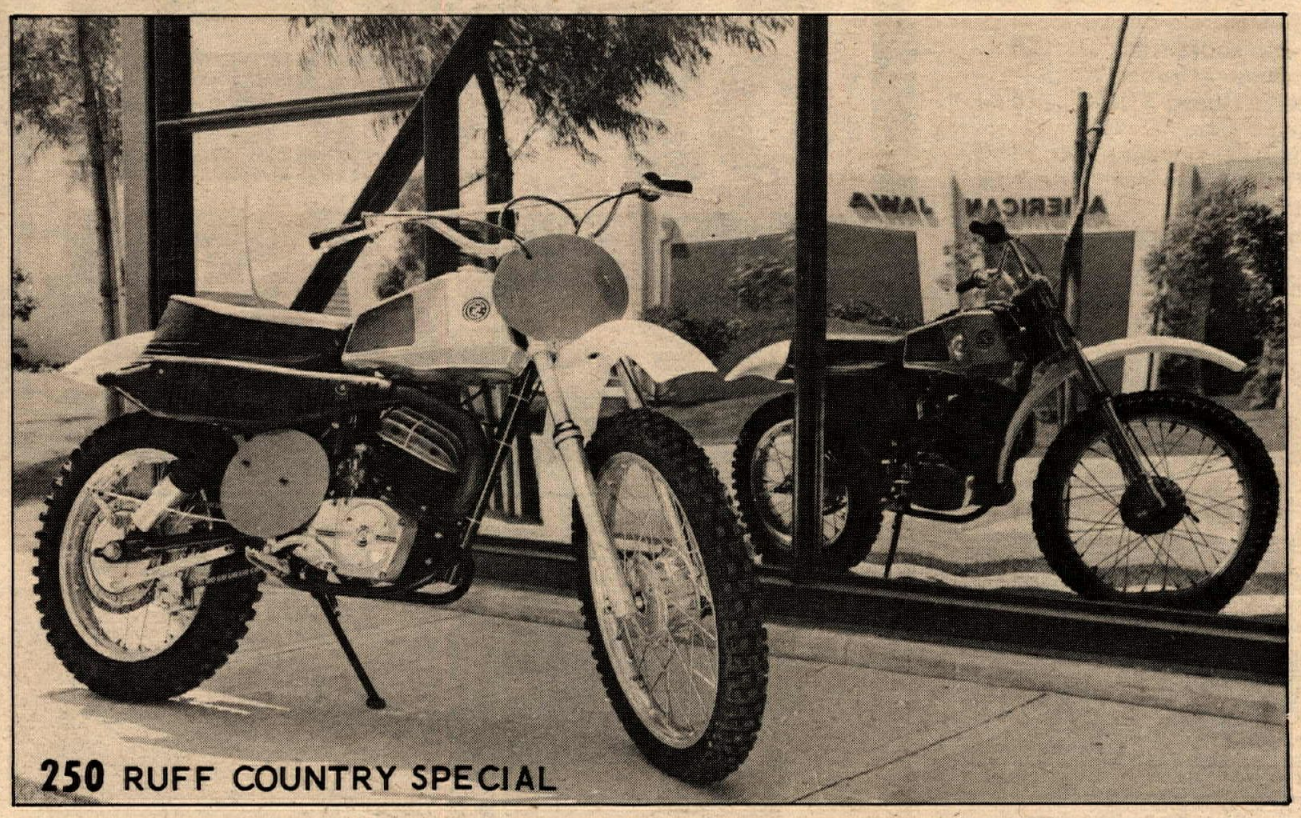

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ON THE COVER: Texas MXer Roger Brown roosts some multi-colored Lone Star terra firma. Photo by Susan Hoermann.

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Sharon Clayton, Publisher
Robert L. Nor Velle, General Manager
Edna Mewton, Secretary to Publisher

Advertising
Linda Clark, Advertising Manager
Chris Kolbet, Advertising Assistant

Editorial
Lane Campbell, Senior Editor, Jody Weisel, Editor, Bobi Scott, Editor.

Art and Production
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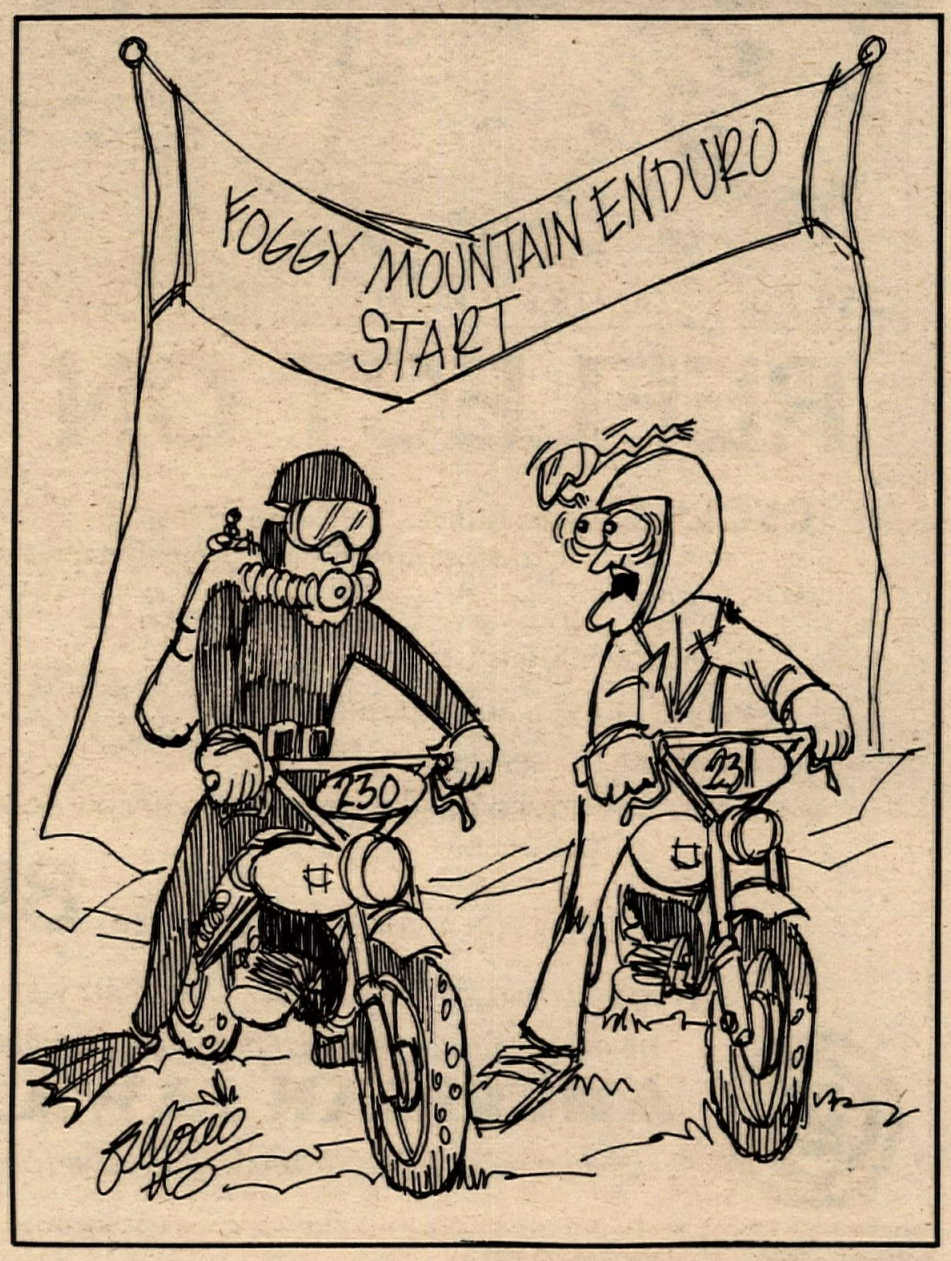
VOICES OF THE WEST



How to keep honest

We read with interest Walt Garnett's letter in a recent issue, and wanted to add our input to the very important question of the adminstration of "box stock" roadracing. Conceptually: the box stock class is the source of most riders coming into the sport. Like most roadracing traditions, it has its basis in Western Europe and Canada. In these areas it enjoys excellent participation and is administrated by professionals. As you so aptly point out the enforcement of the rules is very important and we are constantly trying to upgrade these procedures.

All WERA tech inspectors are salaried and are screened carefully (resumes included) before they are hired as tech inspectors. The exception does not prove the rule and if one engine slipped through without being noticed, that does not change the concept of the box stock class.

The latest method we are experimenting with in order to enforce "box stock" utilizes the old weight method which brothers in car racing have used for many years. The machine is weighed and if it falls within a certain range then we know it has not been lightened drastically. If it still continues to outpower the machines in its class, we look further for modifications which have not been listed.

Remember, this class is one of the most popular in Europe, Canada and certainly in all the WERA events coast to coast. It does take a certain degree of honesty on the part of the competitors and if that is hard for some individuals we have additional plans to increase the penalties for violations of these rules. We thank you for your constructive criticism.

PETER FRANK
General Manager
W/ERA

Sour cherries

This letter is a complaint against "cherry pickers" and/or "women's libbers".

Since I, a male 125 Expert, am not allowed to compete in Powder Puff contests (Beginners, Expert, etc.) why is an Expert Powder Puff rider (with national standing) allowed to ride in the 250 (male?) Jr. class? If she can ride at all in the male class, it should be in the Expert division.

But since the Powder Puffs exist, the girls should stay with their classification to sign-up as a male contender and completely divorce themselves from all Powder Puff competition.

The way it is in one particular case, is that if the male competition looks too tough for her to win a trophy, then she will sign-up that particular day to race against the girls, which is unfair to the other girls to have to compete against a "male competitor".

I.M. AFRAID
Van Nuys, CA.

P.S. Afraid to identify myself for fear of retribution by powder puff boyfriends, fathers, sponsors or mean girls.

The perennial "Where to ride" gambit

I'm having a difficult time finding areas to ride. The government seems to be changing the designated areas frequently. Could you tell me which areas in California are open to cross-country riding and which areas are for only trail riding?

RALPH WEIL
Fountain Valley, CA.

You ask all the easy ones, Ralph. The two major agencies administering Federal land in California are the BLM and the U.S. Forest Seriwce. Expect most (but not all) Forest Service land to be existing or designated roads & trails. Separate ORV use plans are being developed by Angeles, Cleveland, San Bernardino, Los Padres, Sequoia and Inyo Nat'l. Forests, just to name a few in our area. Check the "US Government" section of your phone book, and with a little digging, you can obtain the proper addresses to write and get involved.

BLM is changing all the rules again (Read about it in Political Lifeline). For the time being, recreation maps can be had via the Riverside District Office, 1695 Spruce St., Riverside, CA. 92507 (714) 787-1424 . . . Happy hunting . . . .Ed.

Just another fan

I am writing this letter so that Sue "The Flying" Fish will know that I think she is the fastest *Flying Foxx!* And she should race CMC more often.

YAMAHA KID NO. 179
Los Angeles, CA.

P.S. That picture of Bob Hannah at Ohio was totally Sano.

How's that for true love . . . Ed.

Pay the piper, call the tune

After reading the "end of Ascot" article, it appears to be another classic case of the AMA not having their ducks in line. Maybe even a "Nobody said it would be easy."

The AMA has once again placed hardships on a lot of guys who were probably depending on Ascot. A bunch of people paid a goodly amount of money for their AMA Competition licenses in the SoCal area, expecting to race Ascot at least. But as in a lot of other cases, the AMA did not look out for the interest of those paying the way. So now, mid-season, things go bad. The CMC is probably a good bunch and the races could go on, but the AMA was paid, not CMC.

The AMA does a lot for sure. They help a lot of people who don't even know it, and never pay a cent. But if they forget to help those who pay they won't get paid.

JAMES DAVIS
Baton Rouge, LA.

The views expressed in this column ana other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

DATES & DATA

Texas State Enduro Circuit

The Texas State Championship Enduro circuit schedule for 1976-1977 has been announced by chairman Roy Pool. Only riders from the state of Texas are eligible for the Texas State Championship although riders from other states may enter. Contingency awards are being offered by HiPoint, Husqvarna and Can-Am. Contact Roy Pool, 704 Brownstone, Euless, TX. 76039.

Schedule

Sept. 12, 1976— Rockne Enduro, Rockne, TX.
Sept. 26, 1976— Caney Creek Enduro, New Waverly, TX.
Oct. 10, 1976— West Texas 100, Crane, TX.
Oct. 24, 1976— Cottonboll Enduro, Memphis, TX.
Nov. 7, 1976— Post Enduro, Post, TX.
Nov. 21, 1976— Childress Enduro, Childress, TX.
Jan. 23, 1977— Dirt Riders Enduro, Ft. Hood, TX.
Feb. 13, 1977— Terlinqua Enduro, San Terlinqua, TX.
March 13, 1977— Sidewinders Enduro, San Antonio, TX.
March 22, 1977— Stumpjumpers Enduro, Cleburne, TX.
April 17, 1977— Ghost Town Enduro, Thurber, TX.
May 8, 1977— Gulf Coast Enduro, Piney Woods, TX.
May 22, 1976— Concho Enduro, San Angelo, TX.

Trans-AMA travels

The 1976 Trans-AMA looks at the moment to be perhaps the largest and most successful to date. More and more Europeans are announcing their intentions to compete for the prestigious American market. The major change in the schedule is that Saddleback will not be the final round this year, it switched with Phoenix.

For more information on factory riders who plan to compete keep an eye on Upshot on page 4.

Schedule

Sept. 26— Lexington, OH.
Oct. 3— Axton, VA.
Oct. 10— Unadilla, N.Y.
Oct. 17— Buchanan, MI.
Oct. 24— St. Peters, MO.
Oct. 31— Planto, TX.
Nov. 7— Irvine, CA.
Nov. 14— Puyallup, WA.
Nov. 21— Sears Point, CA.
Nov. 28— Phoenix, AZ.

AMC's revised schedule

The American Motocross Club (AMC) has decided to quit racing Friday nights at Orange County International Raceway in order to place more emphasis on promoting Sunday races.

Schedule

Sept. 12— Saddleback $1000
Sept. 19— DeAnza MX Park
Sept. 26— Saddleback Park
Oct. 3— Carlsbad Raceway

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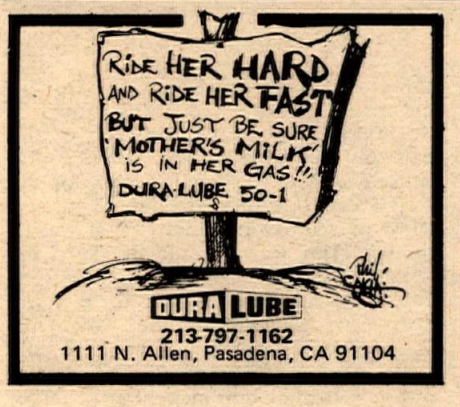

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Lone Stars shine in Alabama

By Gary Van Voorhis

TALLADEGA, ALA., SEPT. 4-5

Almost 20 hours after the first wheel touched the track, Terry Poovey, aboard the Bultaco Int'l./ Bel-Ray Bultaco tuned by Teddy

Poovey/Bultaco Sales of Dallas, took the checkered flag at Freemans Short Track in a rain-delayed AMA Grand National Championship Camel Pro Series Final. "Poo Bear," as Poovey is known, acknowledged his 17 year old status (although Ted Boody still remains the youngest rider to win a National) by offering "to buy everyone a Coke at the Dairy Queen."

Finishing second was pre-race favorite Guy McClure, on another Bultaco International mount, with Hank Scott, aboard the Shell Yamaha, in third.

The points battle tightened dramatically with Gary Scott still holding the lead, although it has now been whittled down to a mere three points (224-221) over Jay Springsteen while Kenny Roberts (213) lurks in third. Luck, in varying degrees, fell on the shoulders of all three over the weekend as fate stepped in, enabling all to make the National grid from tight situations.

Mother Nature played games on Saturday, first threatening rain, then throwing in a little sunshine, then coming back with grey skies and finally finishing with a steady rain that caused the AMA to suspend the National after the heat races and resume action on Sunday with the Semis.

Time Trials

Jay Springsteen's tuner, Bill Werner, summed up practice by saying, "We don't have the track figured out yet, but then neither do many of the others." The Talladega track, a limestone surface in a somewhat egg-shaped configuration, gave most of the riders fits as distinctly different styles were required to go fast at either end.

Guy McClure sped to a fast time of 17.469 followed at short intervals by Steve Elo, Hank Scott, Steve Eklund and Ted Boody. Kenny Roberts was 16th, Gary Scott 20th and Jay Springsteen 33rd.

Heats

The slim field divided into six heats with two each taking direct transfers to the National and the rest getting a chance to either race again or call it a day.

"Hey," said Mike Gerald, "All I can tell you about the track is that you gas it down the straights, hook a left and hope it turns." Mike did just that in the first heat, holding second place for one lap before his engine partially seized. Scratch one Cajun who was ragin' to do good at Talladega. Guy McClure took the win from light to flag with a solid lead as Terry Poovey and Mike Kidd battled for second place. Poovey won the dice.

Gary Scott's hot warm-up lap before the second heat ended up with him face down in the dirt in turn four. Quickly up, Scott straightened his handlebars, brushed the dirt off and vowed to watch out for that bump when the racing got down to business. Steve Freeman led off the heat with a good holeshot over Steve Elo, Scott and Pee Wee Gleason. Elo began to close on the third lap as the pair pulled away from the field; and pulled a turn two pass. Freeman became the pursuer until a few laps later, his engine began to tighten up. White flag lap, Scott finally forced his way by with Gleason also taking advantage. Elo was the easy winner.

Bruce Townsend held a brief two laps of glory in the third heat before both Hank Scott and Jay Ridgeway flashed by. Ridgeway, in the process of making the field, had dropped the crank in his Cycle Stop Kawasaki while waiting for the sound test and then spent the rest of his time frantically changing to a spare engine. The spare went sour after three laps of practice, and Jay ended up on the WKR Yamaha with which Lance Jones had won the Novice event the night before. Scott and Ridgeway fled from the rest of the pack while Jay Springsteen banged his way from the middle to displace Greg Sassaman for third at the finish. Sassaman was unable to make his Semi as his H-D's bottom end tied up.

Kenny Roberts seemed to be on his way to victory in heat four, but hometown favorite Kenny McDonald and Steve Eklund had other thoughts. McDonald barged past Roberts for the lead and set sail. Roberts then found himself in a battle with Rookie of the West Steve Eklund, who charged past on a low pass into turn one. If that wasn't enough, Jim Rawls made life hard for Kenny to the checkered.

Skip Aksland was in fine form in the fifth heat leading all the way with Bubba Rush following after displacing Larry Cooper for second. Ted Boody and Rex Beauchamp made hard charges early in the race, but Beauchamp's engine "just quit" and Boody ended up doing a long sky-ground tank slapper before finally coming to rest near the haybales in turn four.

The final heat fell to Brent Lowe after he moved quickly from mid-pack to take the lead from Darryl Hurst. Hurst then found himself under pressure from John Skinner and Danny Cartwright, but held on for the transfer.

The rain

Just as the first Semi rolled to the line it began to rain steadily. AMA Eastern Regional Referee Charlie Watson and Professional Competition Manager Mel Parkhurst huddled immediately as the rain kept falling just hard enough to make racing dangerous. The event was called and the decision to restart the program on Sunday afternoon with the first semi was announced. Riders and mechanics argued about the interpretation of the rules, on impounding the bikes and on a lot of other topics. Later Parkhurst commented, "You're damned if you do and damned if you don't. I wanted to see the race run tonight as much as the riders."

Semis

Semi action is always heavy, but with Gary Scott already in the final and both Jay Springsteen and Kenny Roberts in the Semis from which there are only two transfers, the action was even heavier than usual.

Springsteen was in the first semi, running a distant third behind Mike Johnson and Mike Kidd. Suddenly Johnson slid down in turn three and Springer was second, hounding a very experienced and hard to pass Mike Kidd. Kidd seized in turn one on the last lap. Frustration for Kidd, elation for Springer. In the pits Kel Carruthers shook his head; "How do you beat a guy with luck like that."

By the time the second semi got off the line Kenny Roberts and Larry Cooper were alone on the front row and nine of the remaining 11 riders were on the penalty line. Roberts still had trouble, as Dave Pickett and Mark Smith both got rolling starts to crowd Roberts to third as the field hit the back straight. Roberts banged back for the win and the field for the National was set.

Trophy Race

Steve Freeman had been denied a shot at the National in both his heat and the semi; he was not about to let a win in the Trophy Race slip from his hands. Freeman, aboard the Sure Fire sponsored Yamaha, blitzed the field

Coming and going: Poo Bear (96N) makes that inside line work, as the 14-man National field shuffles the deck. (Inset) How they stacked up after the hand was played.

from start to finish dealing with pressure by Jim Wright, Paul Bostrom and Mark Smith. "Well, I finally made some money today; now if they only paid points for these turkey races . . . " Steve would have much rather been in the National.

National

A practice session to let the riders dial in for the changing track on Sunday had provided a lot of food for thought. First, where was Guy McClure? "I've already made the National, I'll watch the others wear their motors out because I'm ready." The ultimate psyche-out?

Hank Scott had only made three laps before his motor died. In the pits, a horde of people led by Gary Scott fussed over the bike to no avail. Then the decision was made to tear the engine down and a broken ring found. That and the piston were changed in a sweat-filled session with only the warm-up laps prior to the National to tell if the work was good or not.

Spectator favorite Kenny McDonald put together what the majority of riders were thinking when he said, "I would have rather run last night. Today is a whole different ballgame. The guys that were really fast last night may not go as well today and those who weren't fast may have a better shot now."

Elo, McClure, McDonald, Hank Scott, Aksland and Lowe filled the front row of the six-six-two grid with Gary Scott, Poovey, Eklund, Ridgeway, Rush and Hurst on the second row. Kenny Roberts and Jay Springsteen stared at the backs of the 12 riders in front of them.

Guy McClure led the pack away from a clean start, but was quickly displaced by Steve Elo with McDonald, Lowe, Hank Scott, Poovey, Aksland, Ridgeway, Springer and Roberts following. Elo took the lead on the next go around with McDonald displacing McClure for second another lap into the program. McDonald began to pressure Elo as Rush, while avoiding a bump in turn three, slid down and restarted last.

By lap five McDonald was still applying the pressure to Elo with McClure and Poovey holding their own battle and Lowe holding off Springer. Poovey took McDonald for second on lap six with McDonald crashing in an attempt to retake his position. Red flag.

Hank Scott benefited most from the restart as his crew replaced his Goodyear rear tire with a Carlisle. Eklund made a plug change.

Elo took the lead on the restart with his game plan for the final 14 laps already formed. Terry Poovey had other ideas and stampeded past as Elo, claiming he was center punched exiting turn four, brushed the wall and lost four places. Ten laps into the race McClure was hounding Poovey and Springer was into third as Gary Scott hung onto seventh and Roberts rolled in 12th. Hank Scott was on the move with his new tire giving him the drive he needed. Springer held off Scott until the 16th lap when Hank went around and set his sights on McClure, who was still hounding Poovey.

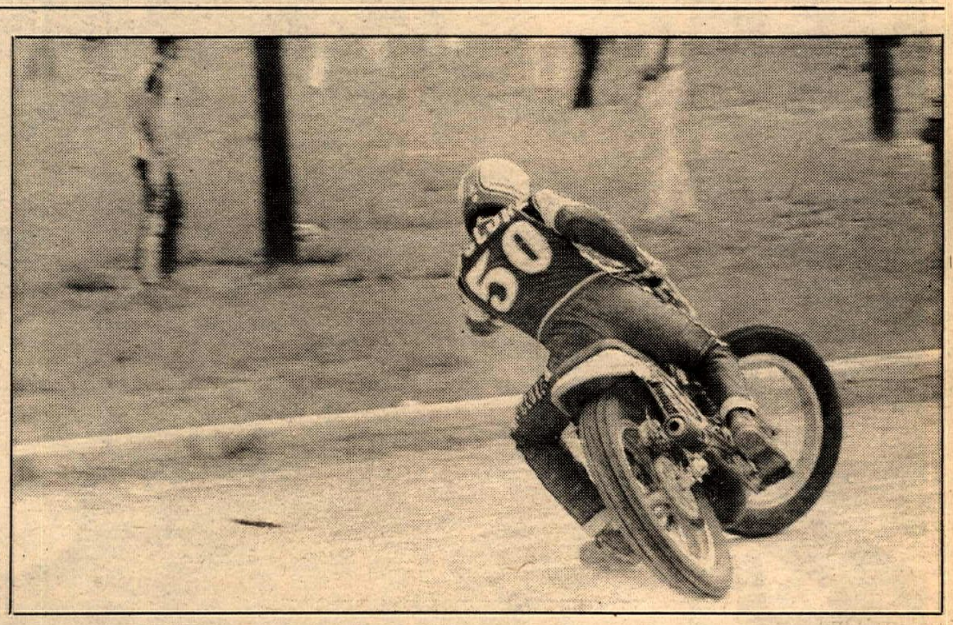
Poovey shook the pressure off for the win with McClure, Hank and Springer following. There was happiness in the air as the Texas clan, led by Terry's brother Teddy converged on the diminutive winner. "It's back slappin', handshakin' and partyin' time and y'all invited," shouted one elated member. ●

Results

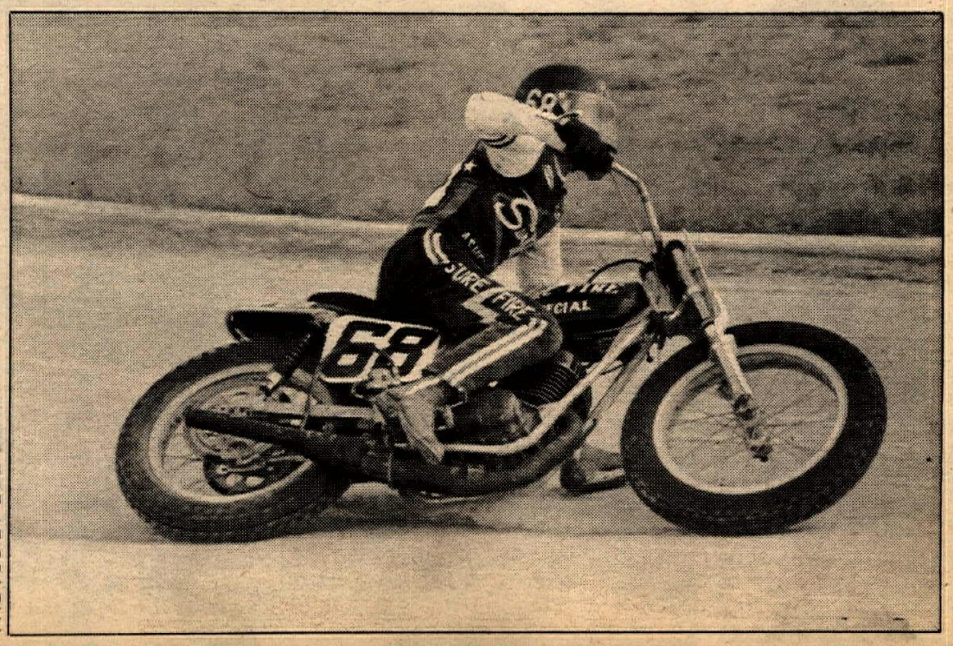
20-LAP NATIONAL CHAMPIONSHIP: 1. Terry Poovey (Bul). 2. Guy McClure (Bul). 3. Hank Scott (H-D). 4. Jay Springsteen (Yam). 5. Steve Elo (Yam). 6. Jay Ridgeway (Yam). 7. Gary Scott (Yam). 8. Steve Eklund (Yam). 9. Kenny McDonald (Yam). 10. Skip Aksland (Yam). 11. Brent Lowe (Bul). 12. Kenny Roberts (Yam). 13. Bubba Rush (Bul). 14. Darryl Hurst (Yam).

12 LAP TROPHY RACE: 1. Steve Freeman (Yam). 2. Jim Wright (Bul). 3. Shane Jones (Yam). 4. Mark Smith (Bul). 5. John Skinner (Bul). 6. Paul Bostrom (M-V). 7. Larry Cooper (Bul). 8. Pee Wee Gleason (Bul). 9. Jimmy Mayo (Bul). 10. Dave Pickett (Yam).

UPDATED CAMEL PRO POINTS: 1. Gary Scott 224. 2. Jay Springsteen 221. 3. Kenny Roberts 213. 4. Steve Eklund 127. 5. Randy Cleek 113. 6. Ted Boody 100. 7. Hank Scott 97. 8. Rick Hocking 85. 9. Rex Beauchamp 83. 10. Gene Romero 79.

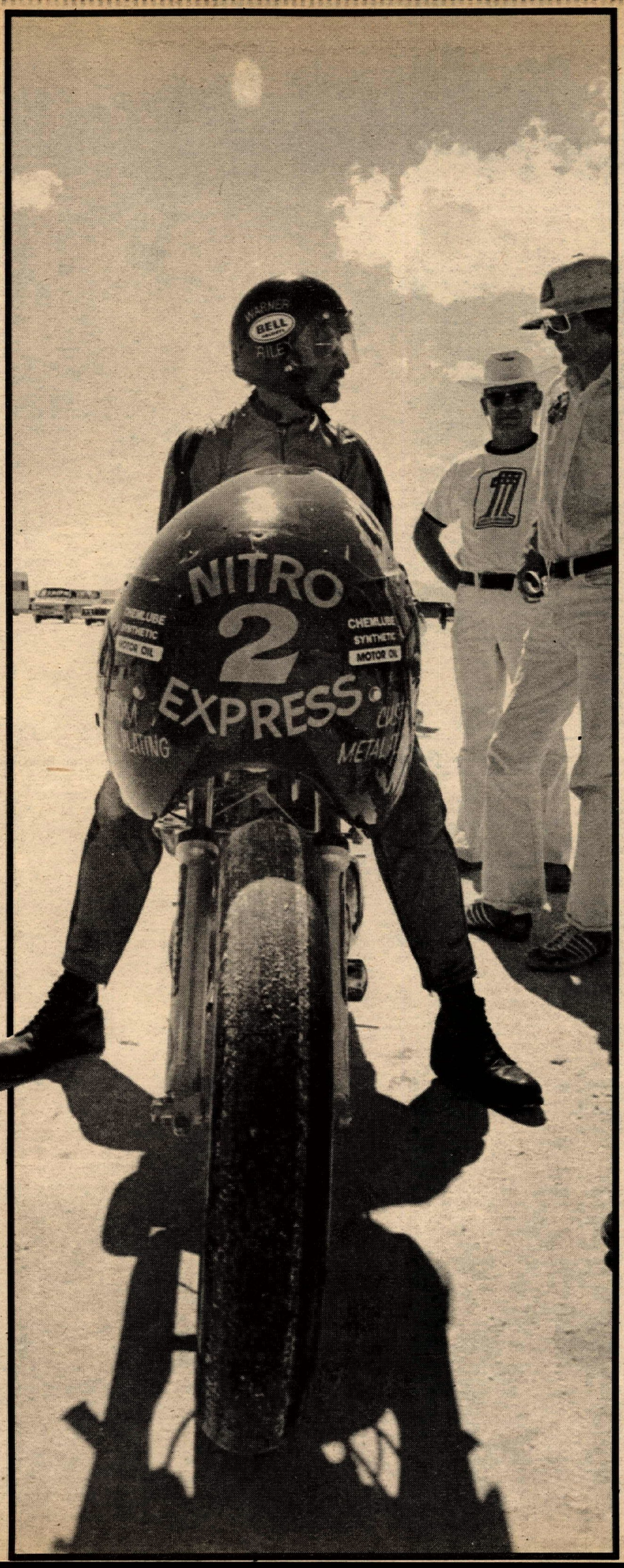


(Above) Guy McClure, second after "ultimate" psych-out. (Below) Trophy Race winner Freeman: a little money at last.



PHOTOS BY BOB LENK

BONNEVILLE



Slippery out there wasn't it?

By Scott Guthrie

WENDOVER, UTAH

In a week shortened by rain and high winds, the 175cc record book was almost completely rewritten by Henry Brigham IV. Warner W. Riley, of Harley-Davidson streamliner and 200 MPH Club fame, announced his retirement. Don Vesco was the top speed bike of the week by *sliding* his 1300cc Yamaha streamliner through the traps at almost 273 MPH. And Bob George's 3000cc H-D streamliner made its first, long awaited runs.

The dirt bike craze has extended itself even to the Bonneville Salt Flats. Can-Am, Penton and Yamaha dirt bikes teamed up to grab seven world speed records, almost one third of the 23 records set in the week. Teenager Henry Brigham IV, riding Can-Ams out of his dad's shop in Houston, Texas, blasted four records

Sharon Vickery, several times world record holder in the 125cc class, on a Yamaha road racer was unable to qualify against her own record this year, but was joined in competition by three other women.

Once again, the 1300cc class was the most popular. Entries from Harley-Davidson, Kawasaki, Honda and Triumph all ran at close to the same speeds.

Weather was the biggest factor in the outcome of the week-long meet, with almost three days of competition lost to rain and high winds. The rain-dampened course became almost tractionless for several days, and was a problem for the over-150 MPH bikes all week. Most affected was Warner Riley. Warner was not able to get traction for his 200 hp fuel Harley until late Friday

A first leg run at 206, well over the record of 202, put Warner in sight of a final record for a long career on the salt. It was not to be. Salt still wet from the Sunday rain allowed his skinny Goodyear LSR tire to spin freely. Warner got sideways taching 190 MPH, recovered, got sideways again. Feeling that the salt was unable to hold the power necessary to claim a record speed, he pulled off the course.

Sunday

Rain in quantity set in only two hours after qualifying runs got underway. Soon the whole pit area and most of the course was under water. The track was cleared out by 3 o'clock.

Monday didn't exist.

Tuesday

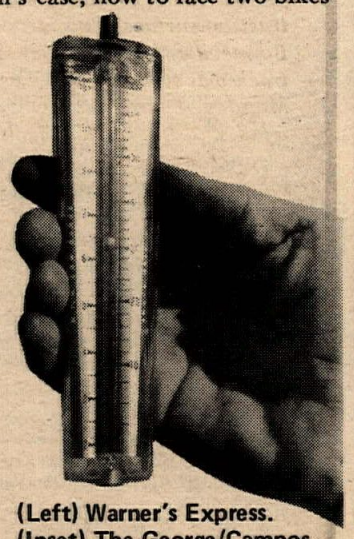
The pit area and track were still quite damp, and running over 150 MPH caused wheel spinning problems. Tom Elrod on his 2400cc double Z1 Kawasaki was still having problems hooking up; but managed a 186.72

Since there had been so little time for qualifying on Sunday, and since there had been no running on Monday, there were no record runs on Tuesday.

All day was used for qualifying runs. There was a kink, however. Henry Brigham and Brian Eriksen came to Bonneville well prepared. They both qualified for record runs before the rain on Sunday; changed classes on Tuesday and qualified to run their bikes in different classes. The problem was how to run the same bike in two classes. Or in Brigham's case, how to race two bikes at the same time.

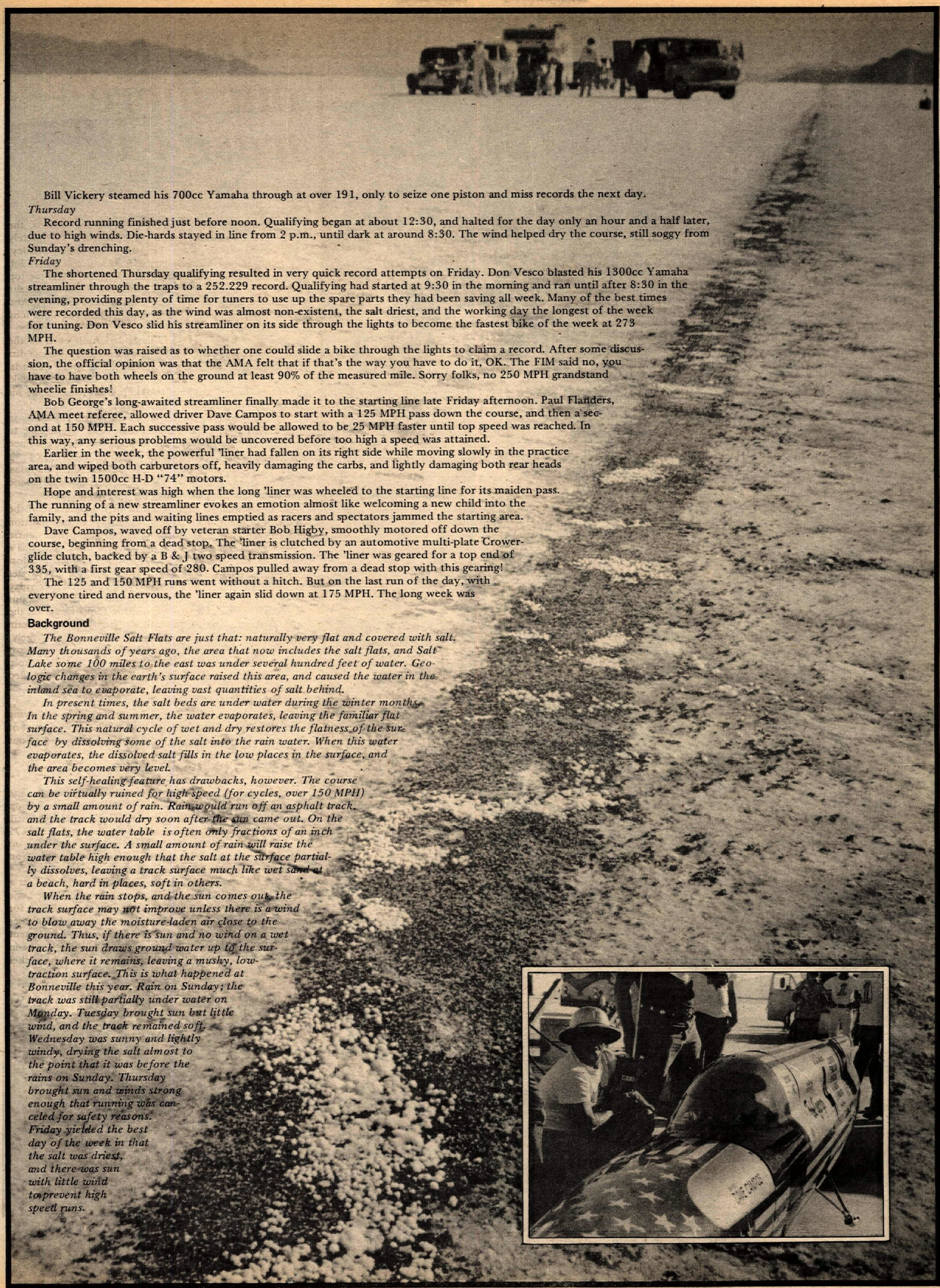
Wednesday

Paul Flanders, AMA official for the meet, decided that since there had been two days for qualifying, there would have to be two sets of record attempts run back to back, and the problems were solved. Brigham got two of his four records Wednesday morning as did Eriksen. Eriksen had come confident as well as prepared. An old hand on the salt, he had only the gearing on the bike, and no spares.



(Left) Warner's Express. (Inset) The George/Campos rig.

Jack Wilson qualified his turbocharged 1028cc Triumph triple at 169 MPH, only to blow a head gasket in record runs the following morning. The bike had run well into the 190s last year, and Jack had hoped to gain entry to the prestigious 200 MPH Club on that bike.



Bill Vickery steamed his 700cc Yamaha through at over 191, only to seize one piston and miss records the next day.

Thursday

Record running finished just before noon. Qualifying began at about 12:30, and halted for the day only an hour and a half later, due to high winds. Die-hards stayed in line from 2 p.m., until dark at around 8:30. The wind helped dry the course, still soggy from Sunday's drenching.

Friday

The shortened Thursday qualifying resulted in very quick record attempts on Friday. Don Vesco blasted his 1300cc Yamaha streamliner through the traps to a 252.229 record. Qualifying had started at 9:30 in the morning and ran until after 8:30 in the evening, providing plenty of time for tuners to use up the spare parts they had been saving all week. Many of the best times were recorded this day, as the wind was almost non-existent, the salt driest, and the working day the longest of the week for tuning. Don Vesco slid his streamliner on its side through the lights to become the fastest bike of the week at 273 MPH.

The question was raised as to whether one could slide a bike through the lights to claim a record. After some discussion, the official opinion was that the AMA felt that if that's the way you have to do it, OK. The FIM said no, you have to have both wheels on the ground at least 90% of the measured mile. Sorry folks, no 250 MPH grandstand wheelie finishes!

Bob George's long-awaited streamliner finally made it to the starting line late Friday afternoon. Paul Flanders, AMA meet referee, allowed driver Dave Campos to start with a 125 MPH pass down the course, and then a second at 150 MPH. Each successive pass would be allowed to be 25 MPH faster until top speed was reached. In this way, any serious problems would be uncovered before too high a speed was attained.

Earlier in the week, the powerful 'liner had fallen on its right side while moving slowly in the practice area, and wiped both carburetors off, heavily damaging the carbs, and lightly damaging both rear heads on the twin 1500cc H-D "74" motors.

Hope and interest was high when the long 'liner was wheeled to the starting line for its maiden pass. The running of a new streamliner evokes an emotion almost like welcoming a new child into the family, and the pits and waiting lines emptied as racers and spectators jammed the starting area.

Dave Campos, waved off by veteran starter Bob Higby, smoothly motored off down the course, beginning from a dead stop. The 'liner is clutched by an automotive multi-plate Crowerglide clutch, backed by a B & J two speed transmission. The 'liner was geared for a top end of 335, with a first gear speed of 280. Campos pulled away from a dead stop with this gearing!

The 125 and 150 MPH runs went without a hitch. But on the last run of the day, with everyone tired and nervous, the 'liner again slid down at 175 MPH. The long week was over.

Background

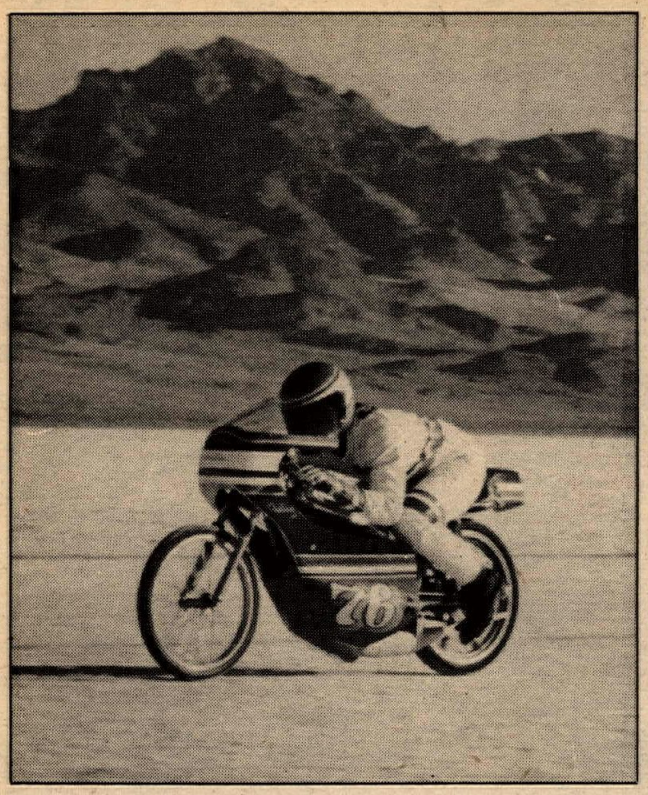
The Bonneville Salt Flats are just that: naturally very flat and covered with salt. Many thousands of years ago, the area that now includes the salt flats, and Salt Lake some 100 miles to the east was under several hundred feet of water. Geologic changes in the earth's surface raised this area, and caused the water in the inland sea to evaporate, leaving vast quantities of salt behind.

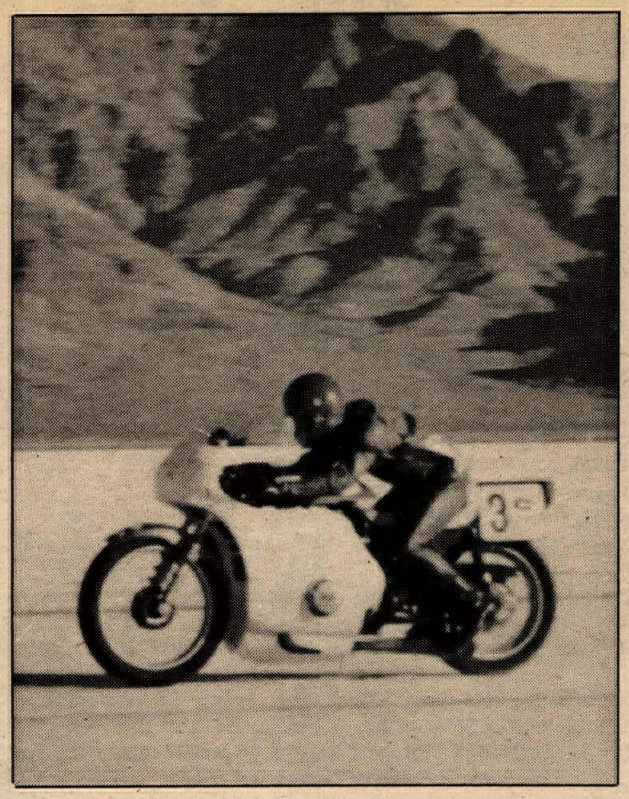
In present times, the salt beds are under water during the winter months. In the spring and summer, the water evaporates, leaving the familiar flat surface. This natural cycle of wet and dry restores the flatness of the surface by dissolving some of the salt into the rain water. When this water evaporates, the dissolved salt fills in the low places in the surface, and the area becomes very level.

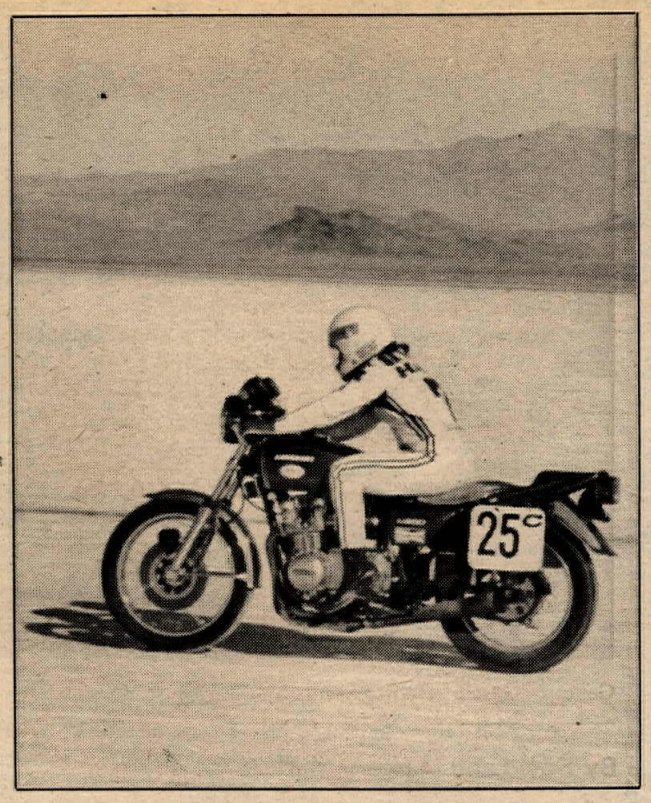
This self-healing feature has drawbacks, however. The course can be virtually ruined for high speed (for cycles, over 150 MPH) by a small amount of rain. Rain would run off an asphalt track, and the track would dry soon after the sun came out. On the salt flats, the water table is often only fractions of an inch under the surface. A small amount of rain will raise the water table high enough that the salt at the surface partially dissolves, leaving a track surface much like wet sand at a beach, hard in places, soft in others.

When the rain stops, and the sun comes out, the track surface may not improve unless there is a wind to blow away the moisture-laden air close to the ground. Thus, if there is sun and no wind on a wet track, the sun draws ground water up to the surface, where it remains, leaving a mushy, low-traction surface. This is what happened at Bonneville this year. Rain on Sunday; the track was still partially under water on Monday. Tuesday brought sun but little wind, and the track remained soft. Wednesday was sunny and lightly windy, drying the salt almost to the point that it was before the rains on Sunday. Thursday brought sun and winds strong enough that running was canceled for safety reasons. Friday yielded the best day of the week in that the salt was driest, and there was sun with little wind to prevent high speed runs.

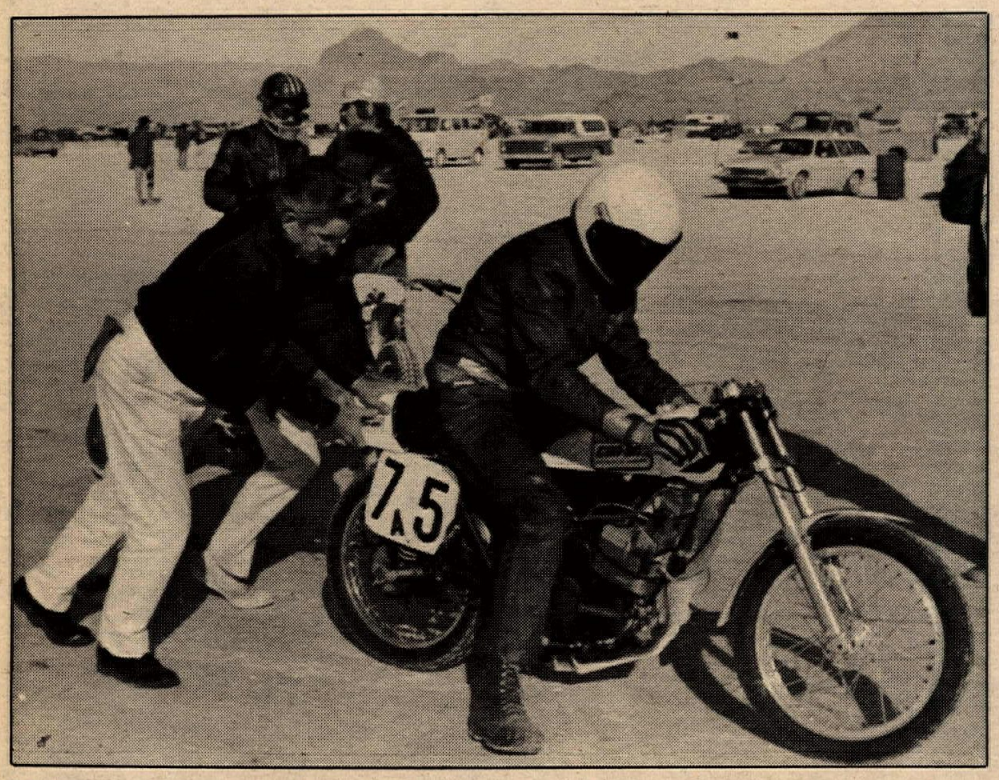
BONNEVILLE



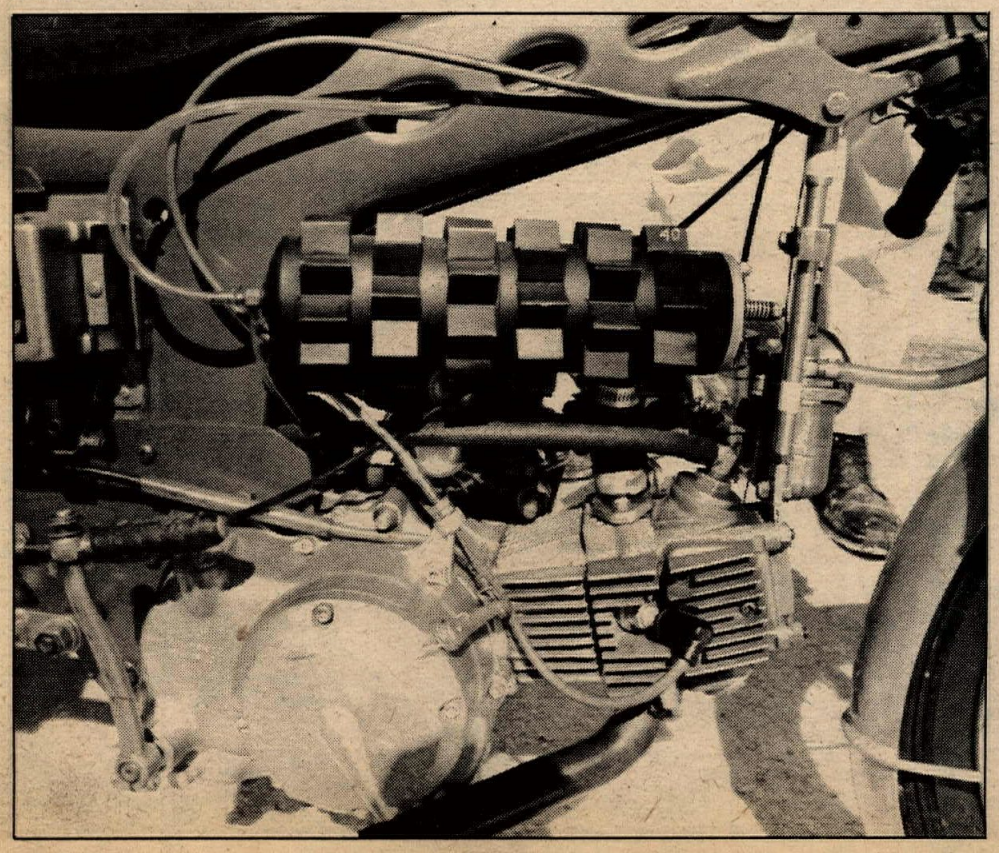




Going for records (above, left to right) Marc Camp (Pen), Kawasaki's Randy Milligan, drag star Tony Nicosia (Kaw). (Below) Brigham pushes off toward one of four records.



Don't know what it is, but it sure looks trick . . .



1976 Results
AMA Bonneville National Motorcycle Speed Trials
Bonneville Salt Flats, Wendover, Utah

Name and City	Make	Class(cc)	Old Record	New Record
E. "Doc" Murdock Wendover, Utah	Pen-Sachs	P-100	65-696	69.828
Bryan Downs Lincoln, Calif.	Honda	MPS-AF-100	98.455	102.728
Dale Ebersole Denver, Colo.	Yamaha	M-AG-125	99.289	110.043
Peter W. Breede Bellflower, Calif.	Yamaha	A-AG-125	101.770	102.917
Peter W. Breede Bellflower, Calif.	Yamaha	A-AF-125	103.659	105.164
Henry Brigham IV Houston, Texas	Can-Am	M-C-175	90.847	93.147
Henry Brigham IV Houston, Texas	Can-Am	A-AF-175	100.905	106.315
Henry Brigham IV Houston, Texas	Can-Am	A-AG-175	92.512	106.944
Henry Brigham IV Houston, Texas	Can-Am	M-AG-175	100.938	101.207
Marc Camp La Mirada, Calif.	Penton	APS-AG-175	101.251	104.146
Tim Durkee, Jr. Garden Grove, Ca.	Yamaha	M-AF-175	98.322	103.833
Bill Petrie Woodland Hills, Ca.	Suzuki	M-AG-250	99.214	102.247
Brian Eriksen Newfoundland, N.J.	Yamaha	MPS-AG-350	121.436	148.727
Brian Eriksen Newfoundland, N.J.	Yamaha	MPS-AF-350	147.462	148.604
Ralph Hudson Alhambra, Calif.	Suzuki	M-AF-500	132.637	137.219
Don Vesco La Mesa, Calif.	Yamaha	S-AG-500	130.000*	195.282
Jon Minonno Dallas, Texas	Triumph	P-650	105.000*	115.698
John W. Cunningham Reno, Nevada	Honda	P-750	135.244	136.678
Tony Nicosia Fremont, Calif.	Kawasaki	M-AG-750	136.249	141.284
Randy Milligan Costa Mesa, Calif.	Kawasaki	APS-AG-1300	161.052	165.069
Randy Milligan Costa Mesa, Calif.	Kawasaki	A-AG-1400	152.388	157.722
Don Vesco La Mesa, Calif.	Yamaha	S-AF-1300	170.000*	252.229
Tom Elrod Austin, Texas	Kawasaki	A-AG-3000	175.502	188.692

*minimum, no existing record
"Class" consists of frame class-engine class-displacement in ccs.

Frame classes
P production
M modified production
A unlimited
MPS modified production, partial streamlining
APS unlimited partial streamlining
S streamliner

Engine classes
P production
C class C
AG modified engine, gasoline
AF modified engine, fuel
AB supercharged engine

Gaston "Gassit" Rahier kept on doing what he does best -- winning 125cc GPs -- this time at the West German round.

125cc World Championship

Gaston one-ones it; Marty follows

By David and Margery Maltais

LAUBUS-ESCHBACH, WEST GERMANY, AUGUST 8

Belgium's Gaston Rahier continued to dominate the 125cc World Championship series with double wins in West Germany

followed by Marty Smith with a four-two finish for second overall. Italian newcomer Lolli Tomasso from Italy scored a second and fourth and was tied with Marty for the day until the International Jury declared Marty second overall with a better total elapsed time for both races.

Marty's race weapons, the new RC125 Type 2, arrived in Europe the Monday before the race. Steve Whitlock had measured the bikes while in the states and upon arrival back in Europe went directly to Koni in Holland and had a set of rear dampeners made to fit. Marty tried both bikes on Thursday at a race track near Darnstadt and said both the Showa and the Koni rear shocks felt good but he felt the Konis had the slight advantage on corners that were bumpy.

The track at Laubus-Eschbach, situated in the rolling hills of the Taunus area just an hour north of Frankfurt, is Fritz Kramer's pride and joy. Fritz is the builder of the hand-made ultra trick Kramer-Maico that is becoming increasingly popular on the European circuits. His main rider, Rolf Diefenbach, contests the 250cc class. The track is just above the small village, only a long stone's throw from Fritz's work shop and gasthaus/restaurant. Like anything else Fritz does, the track was immaculately laid out and was a beauty for both riders and spectators.

The riders had only one hour to practice and sort out the bikes on Saturday and one hour to qualify on Sunday. On Sunday morning Marty went out and the course took its toll on the exotic works Honda. The longer Showa forks took a dump and the 12 1/2 mm shaft on the right Koni bent. Between practice and the first race Team Honda frantically switched to the shorter Showa forks and replaced the only pair of Konis with the Showa rear shocks.

Gaston qualified fastest with Khudiakov in second, Churavy in third and Marty in fourth.

The starting line wasn't wide enough for the forty-six riders that made their way from the parc ferme to the asphalt starting area. Low qualifiers made a second line. Fritz Kramer instructed the riders that the clock would be started one minute before the race. When the clock hit zero the gate would drop. Front line riders backed-up a meter and waited till the ten second mark before punching their bikes into gear.

Gaston, Churavy and Marty all got bad starts with Gaston coming around in fourth place after one lap and Marty way down in 23rd. Marty kept the Honda screwed to the stops in an effort to catch the leaders.

Rahier made his way to the front but about six laps from the end he got ready to overtake a lapped rider on the inside of a right hand turn, gassed it too early, and spun out bending his rear brake pedal. He completed the lap without the use of the rear brake and stopped at the mechanics' area to get it straightened. He was far enough ahead that he never lost a position!

Marty carved his way through the pack and worked his way up to fourth before time ran out. "I kept it wide open the whole race, I never let off for a second" was Marty's comment after the race. An unbelievable recovery from so far back on such a fast, rough course. His new Honda had never skipped a beat, only a kinked rear brake cable had to be replaced for the second place.

In the second race the starting gate was dropped right on time and Gaston rocketed into the lead with Marty passing Dario Nani for second place before the first turn and Churavy in fourth place.

Rahier took command and blitzed away from the rest of the field with only Marty being able to keep up with the World Champ's pace.

Gaston and Marty finished one-two only nine seconds apart with Churavy coming in third twenty-five seconds behind Marty.

Marty still remained in third position in the World Championship standings behind Rahier and Churavy and it's a shame that he won't be in Spain and Switzerland for the final two rounds aboard his new Honda. A chance for second place would not be out of reach, and it sure would be a great way for Marty to finish his first year in Grand Prix competition. Conflicting National dates prevent him from finishing the GP series. •

Results

Moto one: 1. Gaston Rahier; 2. Lolli Tomasso; 3. Velky; 4. Marty Smith; 5. Pavel Rulev; 6. Dario Nani; 7. Not named; 8. Khudiakov; 9. Roger Harvey; 10. Francois Minne.

Moto two: 1. Rahier; 2. Smith; 3. Churavy; 4. Lolli; 5. Nani; 6. Harvey; 7. Liljegren; 8. Autio; 9. Minne; 10. Stouvenakers.

Marty Smith (4) recovered from a 23rd place start for a 4-2 day as Jiri Churavy (5) dropped out of round one, then took third in the second race.

Malcolm

By Bobi Scott

A teenager stood at the edge of a field not far from his home in San Bernardino, CA concentrating intently on what 20 other guys in the field were doing. They were all racing around on motorcycles, each one trying to go faster than the other. He watched and watched, and after a while all the riders left. The young man then climbed onto a rigid frame Matchless Single and rode around and around the field alone. For six months, this went on, until one day he finally got up enough nerve to race around the field with the rest of them. That's when he found out *he* could ride faster than *they* could. For Malcolm Smith, the year 1956 was the start of something big – but he didn't know it.

Victories in the Baja 1000, Baja 500, Mint 400 and scores of off-road events, un-named and unheard of 20 years ago, were destined to mold young Malcolm into a superstar. Little did he know that 15 years later he would play a principle role in a very successful movie which would be nominated for an academy award.

Today Malcolm wears his stardom well. He's friendly, unaffected and quick to compliment the abilities of his competition. Most of his time now is spent overseeing his well-known,

rapidly expanding dealership and accessory business. He still competes seriously but prefers cowtrailing.

Even though he was busy getting his Husky ready for the up-coming ISDT, Malcolm still found time to give Cycle News his impressions and views on various subjects. He also took us on a whirlwind tour of the impressive new Malcolm Smith Gold Medal Racing Products complex, a mind boggling accumulation of years of hard work and dedication to the sport of motorcycling, located, surprisingly enough, at the edge of a secluded orange grove in Riverside, California.

Back in 1966 Malcolm entered his first International Six-Days Trial in Sweden and rode a 250 Husky to a silver medal. He has ridden seven ISDT events since then, collecting seven gold medals for his efforts. This year will be his ninth attempt for the gold in a six-day endurance test of man and machine over 200 miles of trails and roads each day.

How much have the ISDTs changed over the years?

The bikes are so much better now – the terrain used to be a struggle, now it's so easy it's more of a speed contest. Before, you could be fairly consistent and if you made every check point on time you'd have a good chance of getting a gold. Now, you have to go really fast in the special test, actually lose time at the check points, and still get a gold. I think I liked it the other way better.

Which ISDT event was the most important to you?

I think the first one. I was so green and didn't know what was happening – I had to figure out what was going on. I wasn't that young though, 24 or 25, some of the young guys now aren't even 25 yet and they've already competed in six or seven events.

Did you have an old hand helping you out at that first ISDT?

Yes, I was with Bud Ekins and he told me a lot about it. He and Dave were there, Jack Krizman, LeRoy Winters.

Bud Ekins through Europe? That must have been pretty interesting?

That's for sure! I couldn't believe it. In Poland he would drink a fifth of scotch, stay out till three o'clock in the morning, come back and ride the next day. I couldn't understand how he did it.

Do you do any particular training before an event such as this?

No. I don't have the time. I used to run and exercise but now I eat right, I don't drink and I try to ride once a week all the time. I feel in good shape. I'm not worried. It's half mental anyway. If you absolutely make up your mind you're going to do it, you're halfway there.

You do all the preparation on your own bike?

Yes, every year. I always have. But I'm getting really worried now. This is my ninth year and I've ridden eight times six days without any failures. I always start with a new bike, then I ride it in all the qualifiers for the next year. That way I get it all worked out – everything's tried and proven, nothing's experimental – then I start with a new bike, take it all apart, every piece, look it over carefully and put it back together.

Do you pay special attention to clutches, etc?

Any place there's a weak point. We sell enough Huskys, we know their weak points. I talk to Dean Goldsmith and Dick Burleson, ask them what they know, and we all compare notes about what might go wrong, what remedies it. The bike is fairly stock though. It may not have the same magneto, we've put the WR360 magneto on. We use actually a CR bike and then put the wide ratio fifth and sixth gear in it.

How about porting?

Yes, my bike is. The 360's we don't port, but I'm riding a 250 this year and over there a 250 Husky is pretty slow compared to a KTM or something stock. You have to work them over a little bit. We've never had any problems so far. The trouble is, the six-days bike before could be a good reliable bike, fairly quick, and you'd do OK, but now you have to have a really fast bike that handles well plus being reliable.

Sort of like a 90 MPH motocrosser?

Yep, that's about it.

About what throttle are you running at six-days – when you're not flat out?

You have to run wide open in the special test but I don't, even then, 'cause if you do you're going to do something dumb and not finish. I know I can't beat those Czechs, so I'm going to be consistent, finish, satisfy myself and a get a gold. That's all I want.

How do you feel about the politics involved in the ISDT?

I don't like it. I don't see any reason for that, in the Olympics, the ISDT, or any place. Why do we have to have it? But it's not too bad at the six-days. I read about all the cheating going on and everything, but I haven't seen all that much of it. I really don't think there's as much as what's written about.

What's it like in each country with them hosting their own check points?

Well, take Italy – it was absolutely terrible! I was riding with this one Italian Trophy Team guy. He was on a flat tire and was supposed to be five minutes ahead of me, but when we came into the check with identical times, they wrote on his card 11:00 and they wrote on mine 11:05. He didn't lose any points. There were fist fights in Italy. The English and Italians were throwing each other off the side of the mountain and everything because the Italians were coming in late and they would check them in on time. That's the only six-days I've ridden where they haven't had a time clock stamp. But they did it purposely, so the Italians could win. And they got away with it. At the six-days last year – the Italians again: When a rider came in for the motocross special test he would get into a car, because it was cold, another guy would get out of the car in completely new shiny motocross clothes, get on the bike and ride the special test. Then they would truck him back so he could ride the next guy's special test. He had ridden the special test maybe four or five times every day, practiced and knew it well, because it was a hard one to learn, and he was the motocross specialist for Italy. People watched him do it, and knew what was going on, but nothing was done about it. They accepted the Vase and nothing was ever said about it.

How do you feel about the AMA rules and qualifiers here in the U.S.?

The AMA is in a hard position. They're trying to satisfy everyone and they can't do it. I don't know what I would do any better. I would make the events a lot tougher. Their two-days and every event this year was too easy to keep on schedule. It boiled down to who was fastest in the test. There would always be some local kids there who would go balls out and not care about what happened. You could never ride that way at the six-day and last. The flashes usually last about two days in the six days. I think it should be a lot tougher and harder to keep on schedule.

Should there be more qualifiers?

No. You couldn't afford to go to more. Four of them cost me $2,500 this year. I think they have to decide in part on how people have done in previous events. But I do think the AMA has to be more careful with their qualifiers. Their markings are so terrible. It's not so bad, the mix-up with the guys getting lost, but the injuries that it causes . . . like it killed that guy up in Washington because it was marked so poorly. Five miles without a marker, so he turned back and met the other guy head on. That's just stupidity on the part of the guy's marking. And the qualifiers HAVE to be tougher. The guy has to be put under a strain to see if he breaks. A lot of guys can go fast on the trail for two or three miles and just putt around for the rest of the day. That's all it was this year.

Do you prefer riding as an individual over team support?

I've been on the Vase Team three or four times and on the Trophy Team once, in Spain, where we finished in the middle of the pack. I haven't been on the Trophy Team since then because I would have had to ride a KTM.

Do you think the United States representing five different brands of motorcycles on the World Trophy Team is a good idea?

I don't think they stand a chance. I think John Penton's finally realized he could never win the Trophy Team and he could win the Vase. That's why I've always wanted to be on the Vase Team – and we

Why couldn't we ever win the World Trophy?

There's not enough money and organization. Besides I don't think there's six riders good enough yet. I think we could win the Vase Team though; Carl's good enough, Jack's good enough, in fact he's outstanding, Dane is, Tom always does a good job – but to get six guys is a lot harder than four guys. And the luck, you're competing against the better guys from each country.

What are the Czechs throwing into it moneywise?

I heard that some of the Czechs make $20,000-$30,000 a year and that's a lot of money over there. All they have to do is deliver mail to the

'. . . it's just . . . I don't like to not win, and to win you have to go so fast.'

villages, on their bikes, where there are no roads or anything. I didn't even get to work on my bike until three weeks ago. It's just about done now. I'll finish it tonight, crate it up tomorrow and ship it to Cleveland.

So the Trophy Team is really hurting because their competition's stiffer?

Yes. Their competition's stiffer and they have a lot of untried guys over there. Take Mike Hannon, he's one hell of a rider, probably as good as Jack Penton, but I hope he lasts six days. The bike usually doesn't last that long. Something happens to it. Look at a lot of the other guys – they just don't have the experience yet. I don't know what the AMA could do, but right now it's who can go the fastest for three miles down a dirt road. I can look at the list now and tell you who's going to get golds based on past experience. Last year I only missed one guy, the year before that I got them all right, and that's before the competition ever started.

Were you asked to be on the Trophy Team this year?

Yes. Burleson was too. He's probably the best rider there is, but why be on an odd ball team that doesn't cut it? Our Club Team at least stands a chance. Last year we finished third out of 35 teams or so. The Trophy Team is a bunch of guys who have never been there and no matter how good a rider is, if he's never been to the Six-Days, he's going to have trouble. He has to know how to pace himself and figure out what's really happening.

Why do you still participate in the ISDT?

I really enjoy it. I like to go over and meet all those guys I've ridden with before. It's just a real challenge. You can't be just a rider. You have to be a mechanic, you have to build the bike beforehand, be able to take care of it, and you have to think all the time. The Isle of Man in 1971 was so easy. It was the easiest one I've ever ridden, the speed schedule was so slow. But I'm sure Austria won't be.

What did you think of the ISDT held in the U.S.?

It was one of the best ever. If you talk to any of the European riders, they really liked it. But if you ask Super Hunky, he thought it was a terrible thing.

If and when another ISDT event is held in the U.S., where would you like to see it take place?

The Nevada desert! It would just blow them away. They do it to us. They take us to the place they can ride the best. If we can do it, why don't we put a Trophy Team together with Roeseler and Mayes, Hannon and Brooks, something like that, put it in the rough Nevada desert – why not do it to them? I saw an East German Trophy rider try to race the Mint one year and he was the slowest guy out there.

How do you feel about the ISDT in terms of importance, like sales of motorcycles, etc?

I don't think it makes a lot of difference. I think it helps KTM, but I don't think it helps a lot. It doesn't make nearly as big a difference as Roeseler winning Baja or Marty Smith winning a motocross.

But do you think race wins sell bikes?

Oh yes! Take a look at how many Suzukis are around now.

We got off the subject of the ISDT and asked some questions that Malcolm had some very interesting answers for.

You've seen every kind of motorcycle race and competed in most all of them. How's it going? Where do you see the growth?

Motocross. Class C is dying out a little. Most kids see motocross as the way to go, but I don't like the big bucks deal. Bikes are too expensive and I read in Cycle News where a guy will try to claim a bike and he's put down because he wants to claim it. But, that's what the rule is for. That bike is supposed to be of so much value and no more. I wish it was really that way.

Do you think that maybe that's why Class C has started to die out? Because of the expense involved?

Yes, I think so, but a guy could race motocross on a limited budget once too, but he can't now. People are claiming bikes and factories are getting all their own riders to claim them back. If the bike's fast, then the guy that claims it is a dirty so and so. Let the factories lose a few of them to a poor kid who only has a 125 Yamaha and is still trying to compete. There's a lot of good riders around. Look at Bob Hannah, all of a sudden he gets a factory ride and he's winning. A lot of guys like that don't have the equipment and don't have the money.

JODY WEISEL

So, how are the cars, really pleasant?

Yes, but it's really frantic too. It's like watching a moving picture at three times speed. You never have a chance to do anything, it's sideways, way in the air, or landing, it's really scary. The car's trying to tip over and you're going about 75 MPH.

Do you prefer driving a car to riding a bike?

No. At Riverside I do. The young guys are just flat too fast. At Six-Days I can out-smart them or something.

What about the Baja?

It's dangerous, the bikes. I used to be able to ride flat out, wide open, across the desert – I can't anymore – I just won't do it.

Is it age or business?

I think it's experience. You have so much experience, you know what can happen. You get hurt so many times and pretty soon you start thinking – I've been so lucky so many times . . .

Do you think maybe the last time you broke your leg (for the fourth time) in Baja it might have had something to do with your switch to cars?

When I was lying there in Baja I kept thinking – how am I going to get out of here . . . it's just . . . I don't like to not win and to win you have to go so fast. There's a lot more good riders now, so many more than there used to be.

Do you think the SCORE payoff regarding overall wins is fair?

No absolutely not. I think the overall winner should get more money than anyone else down the line. No matter if you take $10-$20 out of each entry, the first place guy should get the most money. The cars and the bikes are so close now, and the guy riding a bike is taking a much bigger risk. I don't think it's right that the bike finishes first and gets $1,500 and I finish second, in a car, and get $10,000.

Did your life change much after "On Any Sunday?" Did the movie increase expectations of your winning?

My life didn't change that much, except at the races. In California we have so many heroes nobody even notices you. But in Australia it did, the movie was much bigger there. It increased winning expectations a lot more! That's probably why I don't go to a lot of sporting events, because if you don't win you're a dirty guy. I got a second at Soboba this year, but people thought that was just terrible. Roeseler beat me – and if you take a look at the other guys I was racing against – I hadn't even ridden for a while – I was happy with a second.

Looking back, do you ever wish you had taken your riding more seriously?

I'm glad I didn't because it never ruined it for me. I see so many people get burned out. They go at it every weekend and three times a week. It's their whole life, they don't do anything else. They spend all their time working on their motorcycles, going to the races, then they ride for a year or so and disappear. But I've done it 20 years now and I still really enjoy it. And even now, before a race, my stomach is so upset I'm about to throw up. I think, this is ridiculous, I've been doing this so long, but I still get just as shaky and scared. I think it's scared of not winning – not the fear of getting hurt. I rode Class C one year as a Novice, when Romero was a Novice too, at Ascot. He would win one week and I would win the next. I was going to buy a new Triumph but something came up and I just started going out on a few weekends cowtrailing. I think now of all the guys I knew closely then that are dead now. I don't know . . . I'm happy . . . I don't think I'd do anything different.

In just a couple of weeks, September 20 to be exact, Malcolm Smith will be somewhere near Zeltweg, Austria getting up at 5:00 a.m. every morning to test his skill, physical endurance and mechanic abilities against 200 miles of unknown, challenging and sometimes body-breaking terrain. He will probably be just as scared, shaky and nervous as he was when he rode his first ISDT. And, more than likely, he will return to Riverside, California with his eighth gold medal. •

Western hotline

MIKE YADA

Steve Blackman worked his way from dead last, in one moto, to secure an AMC 250 Pro win, and this is how he did it.

Gaylon Mosier wicked to a 500 Pro win at Saddleback.

DANNY RAYMOND

AMC Carlsbad; work pays off

By Mike Yada

CARLSBAD, CAL., SEPT. 5

In this day and age of outrageous prices and vast unemployment, it would seem that Pro Motocross is the most illogical way to produce $$$$. There are some, through pure dedication and guts, who have made it big. Even a part-time job in MX is rough sometimes. Steve Blackman proved to the crowd (?) at AMC that work definitely pays off in the heat of things on this Labor-Day Weekend. Blackman worked his way from dead last through heavy traffic in gaining himself the 250 Pro win. Bobby Jones cleanly ran away from the 125 scream machines, while John Petty buzzed his way to top the 500s.

Gerig and "Tuna" Turner traded spots, then retraded with Blackman. By the end of the first three laps, the trio had swapped places six times. It looked like a three handed poker game. On the fourth lap, Gerig gave up his spot to Mike McGowen (Hus) to check out a flat tire. Blackman picked up the top spot and blazed his way to the win.

John Petty (Mai) finished well behind the 250 leaders, but was well ahead of the Open bikes. ●

Results in Results Section.

Saddleback Sat: Big guns come home

By Danny Raymond

IRVINE, CAL., SEPT. 4

Many of California's top Pros showed up to do battle during Saurday's 40 minute motos. During the Open Pro racing Gaylon Mosier (Mai) and factory Honda's Rich Eierstedt rode two very close races behind Mosier who won both motos but never far ahead of the RC 400 of Eierstedt. FMF's Warren Reid had little trouble in winning the 125 Pro division, defeating his teammate Tag Turner in two straight motos.

Highlighting today's Pro action was a very large and highly skilled 250 class. After the start Suzuki's Bob Elliott stormed into the lead, John Hateley (KTM), Jeff Vidic (Mai), Tim Tolar (Suz) and "Radical" Ron Turner (Suz) followed closely looking for an opening. As the pack loosened up Bob Elliott quickly pulled into a commanding lead. Mike Bell (Hus), troubled with a poor start, wasted little time in moving through the pack and finally finishing a solid third, behind Elliott and Hateley, and ahead of Vidic and Can-Am mounted Steve Rhyan.

Again in the second moto Elliott held down the start and worked into a large lead. This time Mike Bell jetted his Husky into second, ahead of Turner, Hateley, and Vidic. Vidic made his way into third and got down to business with Bell. From this time until the last two laps of the moto Vidic and Bell traded second place at least five times until Vidic finally made a pass stick and went on to second, behind Elliott. Bell settled for third, Rhyan and Hateley rounding off the top five spots. ●

CMC MX at OCIR

By Tom Corley

EL TORO, CAL., AUG. 25

The CMC Night Motocross Championship will be held at Irwindale on September 10 but qualifying events for the big race have also been held here at OCIR. One sure qualifier for this final has to be Jeff Feinberg who does battle in the 250 Junior class. Jeff, who rides to win on a fast Maico, has been very consistent and won the 250 Junior class once again this evening. Dave Douglas, who also gasses a Maico, actually dominated the class with two firsts, but ended with fourth in the final moto which gave the race to Feinberg.

It was certainly an excellent night for Richee and Dave Collins. Both are sponsored by their family owned Collins & Sons Motorcycles and a very heavy win was scored when Richee easily won the 500 Pro class. Three first places won

top money over Dale Anderson (Suz) and Jeff Witherell (Suz).

Dave Collins (KTM) collected a win in the 125 Junior Division II race. Dave whipped six other quick 125's with a great 1-2-1 placing over close following Dan Kunnen (Suz) and William Hasler (Hus).

Results in Results Section.

AMC MX at DeAnza

By Rex Reese

SUNNYMEAD, CAL., AUG. 15

Steve Montague (Yam) and Rich Collins (KTM) dominated the Open Expert class in a lightly attended AMC meeting at DeAnza Cycle Park, one of the real "sleepers" of the motocross world. Even so, this gave everyone a chance to enjoy two super long motos in every class.

Collins took the first moto after a hard climb through traffic, followed closely by Montague. The second start was Steve's all the way as Bill Emery (Bul) placed second, which put Collins third, and out of it for the win. Montague was the overall winner with Rich second and Bill third.

In the 250 Experts, Steve Rhyan rolled up double wins on the his Can-Am as he put "moose power" to the ground and everybody else out of business. Doug McGowen (Mon) came closest to Steve with a 2-4 for second overall, while Brad Sherrill (Suz) rode an uneven 6-2 for third.

Jody Wyechi (Mai) went for it in the first 250 Intermediate round as he was tailed by Kim Palmer (Suz) for second. But on the second time around, both riders switched finishing places which gave the overall win to Kim. Corky Stevens (Yam) wasn't too far behind the leaders, and with a 3-5 grabbed third.

Results in Results Section.

South Bay series finale

By James Brammer

SAN DIEGO, CAL., AUG. 25

Battle worn warriors of motocross claimed their prizes for the South Bay Summer Series Wednesday night.

The 250 Junior class was exceeded in entries only by the 125 Juniors. Brian Webster was the class champion on Vic's Montesa. He picked up the night's win and his second series championship at South Bay and helped carry the Helix High School riders to their championship last spring. His sponsor has the bike for sale now.

Brian McNamara (Suz) advanced recently to the 250 Pro class and placed third in the night's results with Mike Stearns (Hus) and Marty Moates (Suz) running 1-2 in both motos. Moates finished within 50 yards of Stearns in both races. Stearns won the series championship with Mike Tripes the runnerup.

No upsets were in the final point standings although surprises were in the night's results.

One surprise, Randy Hess, out-performed John Tessitore for the 125 Pro class though Tessitore's second place finish was good enough for the class championship. Runnerup in the point battle, Dan Schramm, carried the lead in the first moto until a spill loaded his motor with dirt, which sidelined him, and left Tessitore a clear path for the championship. Randy Hess tore into the lead quickly in both motos and won. Battling traffic, Tessitore apparently injured a leg as he sported a bad limp at the payoff.

Marty Moates (Suz) and John Cardoza (Suz) exchanged the lead

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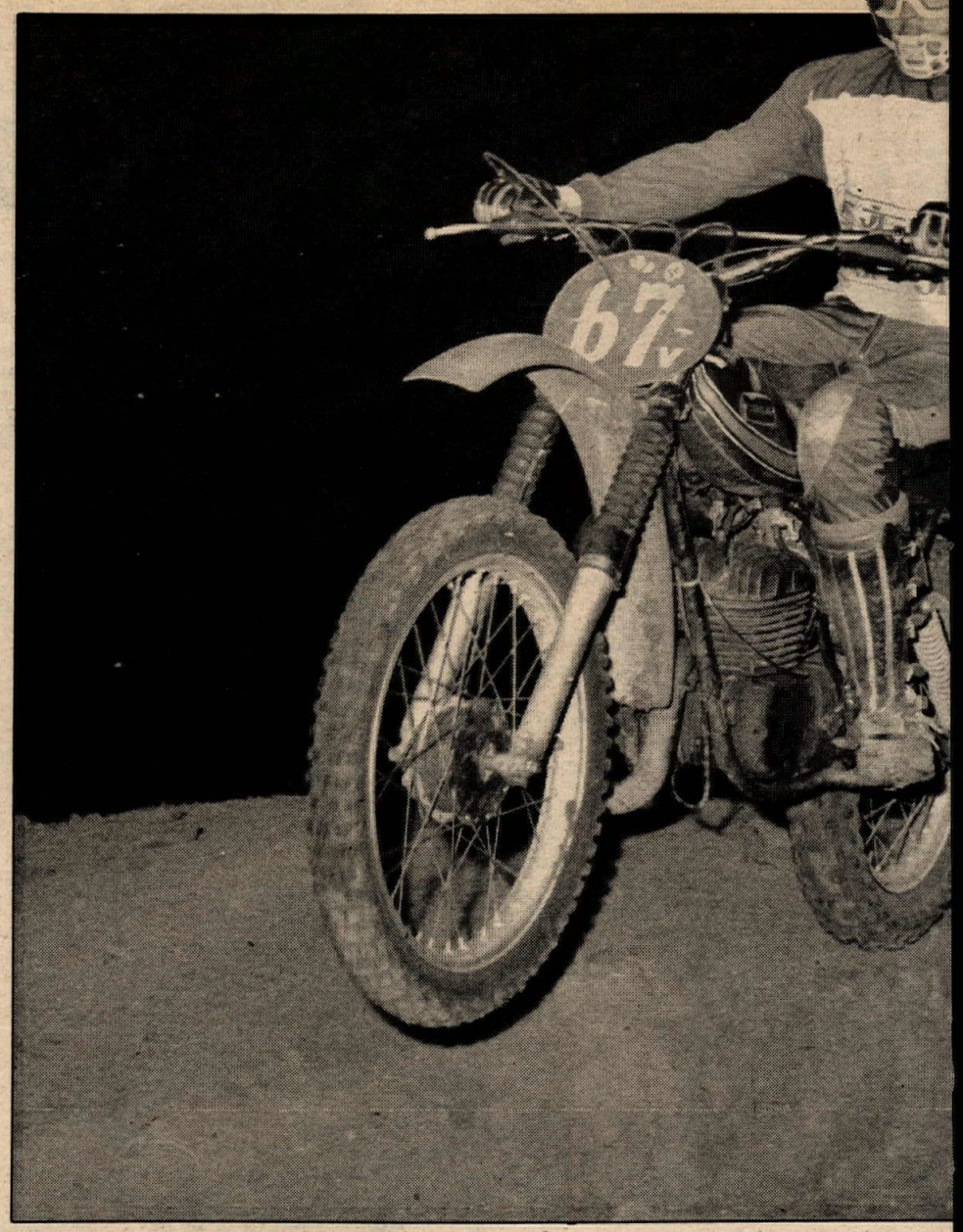

Keith Lynas, a strong 250 Junior, stirs up the dust at South Bay.

John Cardoza finished South Bay's Summer MX Series as the 500 Pro champ.

PHOTOS BY JAMES BRAMMER

several times in the 500 Pro class before Moates won. Cardoza finished first in the series and Moates' win moved him up to second place in the series.

With the entry at 190 in the final scheduled race, promoter Bob Basile decided to plan two more races for September. There will be races on Wednesday nights of September 8 and 22. ●

Results in Results Section.

Old timers cavort at Camarillo

By O.T. Dal

CAMARILLO, CAL., AUG. 29

Early morning fog gave way to the beautiful sunny, but hot day on the Oxnard plain to accomodate a full card of AME racing including 32 of the Crimson and Gold boys. It was "Try your luck" day as those who wanted to, moved up to the next higher class – and there were some surprising results. A warm welcome to Gregg Trons, who motored around the super-tough course in fine style and it was great to see Chuck Strauss out today, waving his leg at everybody.

Leading off with the Masters was Blackie Lewis, who whips around smartly whether the course is smooth or rough, and today he was No. 1 on the roughest course we've seen in a while. Hutch Hutchinson and Norm Elledge gave it a go at the Master class and proceeded to show their stuff with a second and third. Bob Pawling, who sprained an onion on the side-hill turn, hung in there for fourth.

Three Amateurs joined the Experts today and Amateur Fred Maynard gave a great consistent performance for second overall, right behind Doug Archibald, who gave everybody a demonstration on how to win. Dick Frampton and Al Close rounded out the class with third and fourth.

A half dozen Novices took one day step to Amateur and some may definitely stay there. Novice Jerry Steiner showed his talent by picking off holeshots and second overall after trading wins with James Jones, who took the last moto and first overall. Big Jerry Scott smoothed out some of those chuck holes in fine fashion for third, followed closely by Dan Harris.

In the Novice group, Doyle Brown and Chuck Hart traded wins and second places, with Doyle taking the second win and ending up top banana for the day. Right behind Chuck came Don Edlund for third and fourth spot was Jerry Allen, who we are all glad to see out once again.

Don't forget the Veterans Nationals coming up at the Dunes September 25-26. ●

Results in Results Section.

Can-Am MX qualifier

By Kenneth Dunn

CARLSBAD, CAL., AUG. 22

The second round of the Can Am Amateur MX series (West coast), following Santa Maria, finally happened at Carlsbad, following cancellations at two other facilities. The race was a last minute effort, and Promoter Butch Lee did the best he could under the circumstances. The Carlsbad GP course was accomodating a CMC event and wasn't available so Butch had to settle for a section of the Viewfinders GP course. The guys who were hired to water the track decided to bug out and go to the beach, the SoCal hard pack turned to dust. Butch extends his apologies to all those who raced and swears by the AMA rule book that it won't happen again.

Tyrone Brown (Suz) holeshot the first 125 Expert moto with Glen Ewing (Hon), Al Hall (Hon), and Ron Bowman (Hon) breathing down his neck. Tyrone proceeded to put much distance between himself and second, and D-37 number one, Butch Darling, blitzed from mid-pack to second in three laps. Brown tried so hard to maintain his cushion that he burned out by the halfway point. Darling took advantage and went on to post the win. Brown hung on to second, Al Hall was third and Joe Santich made a brilliant run from dead last to third.

Northern California hotshoe Jim Lesnieski (Hus) led the locals through the first turn in the 250 gig along with Phil Taylor (KTM), and Scott Carl (Mai). Karl relieved Taylor of second on lap three and began a drive for the lead but Taylor stuck with Karl and zapped him back on lap four. Karl regained second on lap six and once again began to close on Lesnieski. Taylor found his possession of third challenged by David Morris (Quinsey Kawasaki) and lost it on lap seven. Karl, Morris, and Taylor all stepped up the pace, closing on Lenieski even quicker. Karl inherited the lead after a two lap battle with Lenieski and Morris. Meanwhile, Fred Griego (Suz) and Jim Martin (Martin Specialties CZ) were charging in fifth and sixth. At the flag it was Karl, Morris, Lenieski, Brand, and then Martin filling out the top five.

Santa Maria winner Steve Bartley made up for mechanicals in the first 125 round by snatching the lead in the final moto. Ewing, Hall, and Jack Clawson (Yam) were the front runners on the first lap. After that, more position changes occurred than anyone could keep track of. At the halfway point, Bartley was still leading with Darling second, Ewing, Bowman, and Chelma Roberts (Hon) in a tight, fluctuating clump that accounted for third, fourth,

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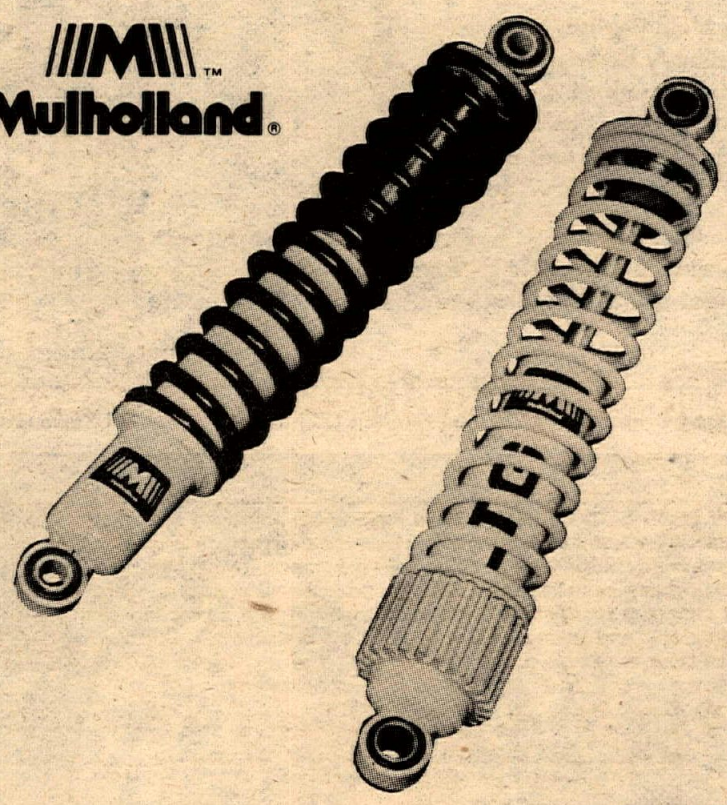

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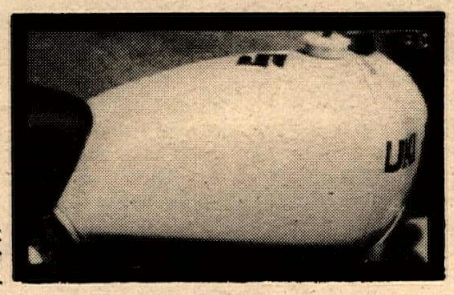

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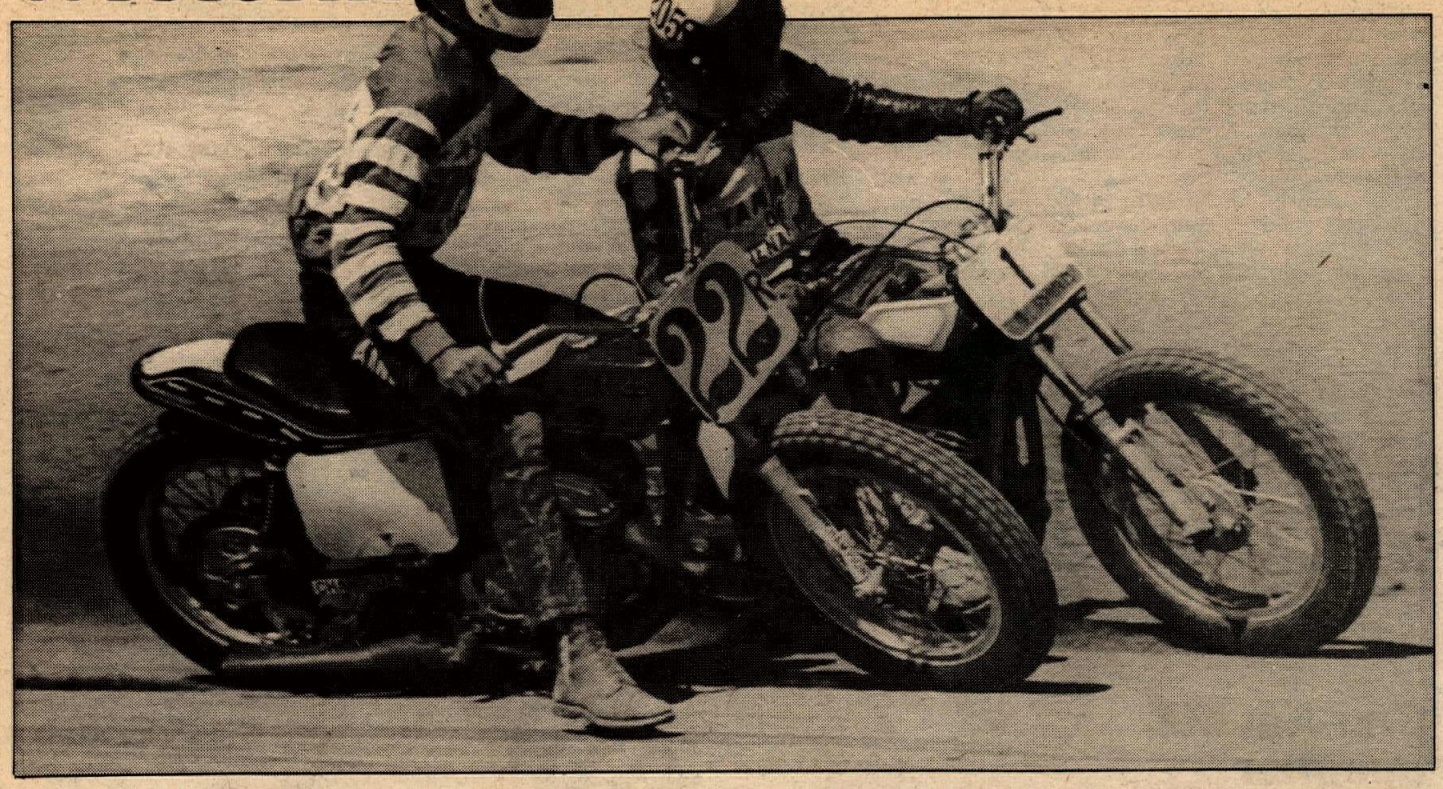

(Above) Don Grigsby (1) and Doug Hannon (22) at Perris. (Below) Steve Griffith (86) 125 Ex. winner at Elsinore.

DAN MAHONY PHOTOS

and fifth places. In the end, Roberts advanced to second, Darling hung on to third, Rodney Brand (Hon) made a kamakazi run from mid pack to fourth.

Jim Lenieski once again pulled the holeshot in the 250 affair, after a re-start. A mishap on the first try took out three riders, including David Morris who had placed second in the first moto. Lenieski began to pull out a strong lead with Martin and Al Burluti filing in behind. Scott Karl, Jim Lenieski, and Robbie Brand were the top scores in the 250 class. Butch Darling claimed the 125 win, Chelma Roberts was second, Joe Santich ranked third.

The next round of the series will be held at Hangtown on September 12. The top fifteen riders in each class after Hangtown will transfer directly to the national, to be held at Carlsbad, on the GP course in October. ●

Results in Results Section.

Griffith & Smith steal Elsi TT

By Andi Gangewer

ELSINORE, CAL., AUG. 21

Due to a small 125cc class, the Novices, Amateurs, and Experts had to ride together and Steve Griffith, the only Expert, was nominated to start on the jump. Ben Meyer lined up on the regular starting line, and the remaining Novices were way out front on the first turn. Rick Blankenship took control of the race with Steve Griffith right on his tail. Lap three, and one blink of an eye later, Blankenship was following Steve Griffith. Ben Meyer also rode a catch up race to finish third. Moto two was an instant replay of the first go 'round but in the final moto Blankenship applied what he had learned from following an Expert around. Griffith was held up by traffic, and not until the final lap could he make one last attempt at Meyer and Blankenship. Ben went wide on the sweeper and Steve hung low long enough to get his wheel under Ben's. Steve set his sights on Blankenship and on the back sweeper set Rick up for the kill. Three wins entitled Griffith to the one trophy.

Gary Smith, a regular at Elsinore, brought his not so regular 500 TT Yamaha out for the first time. Gary climbed aboard and took the bike for a ride in the Open Expert class and they took quite a liking to each other. Gary jumped out front and left only his wake for Doug Hannon and Billy Hicks, the second and third place riders, to follow in. For the first time on a 500 Gary could have fooled anyone as he went on to win the two remaining races. Billy Hicks was the next closest man to Smith and Doug Hannon followed in for third.

Results in Results Section.

Lightweights hold heavy point run

By Andi Gangewer

PERRIS, CAL., AUG. 22

The Lightweight's second point run ran as smooth as silk. The big crowd included some Professional Experts who were out to try their luck with the sportsman riders.

Half of the 250 Novices, due to over-anxiousness, had to start on the second row which gave Joe Steffen an even better start. Steffen was steaming and from start to finish the race belonged to him. Jack Smith came on like gang busters to bull-doze his way into second but there was no stopping Joe as he chalked up an easy win.

The Amateurs and Experts rode together in the Open class and Don Frauenberger, a Perris Raceway veteran, took three firsts and the overall win.

The 350-500cc Expert Main was the final race of the afternoon, and what a finale it was. There was a two minute delay to start while Don T-Bone Grigsby made some quick repairs on his Yamaha. But he made the race, in fact, it looked like he invented it. The lead was T-Bone's from the start but second was up for grabs as McWhorter, Meyers, Rex Hailey and Mark Reichart, all aboard Yamahas, juggled among themselves. Hailey and Reichart came from behind and picked riders off one by one. Reichart dived under McWhorter and Meyers, then Hailey followed suit. Grigsby went on to a stunning victory, with Reichart and Hailey finishing second and third. ●

CRC/NMA finale

By Laszlo

VALENCIA, CAL., AUG. 26

CRC and NMA ended their Wednesday night summer series before a fantastic turnout of both riders and spectators. Dave Haugh once again proved his dominance in the 250 Expert class by grand-slamming the field.

Haugh led the entire first moto, with Doug Renno and Rich Bland competing the Maico sweep. Dave had a few problems off the line in the second moto though, bottling himself up in traffic while Bland sped away from the field up in the lead.

It didn't last long, as Haugh reclaimed the top spot after a little over three laps. The race kind of dragged on after that point, looking more like an endurance event than a motocross race. Haugh, Bland and Renno finally claimed the top three overall positions, after the results were totaled.

In 125 Expert action Bobby Jones let the overall win slip through his hands late in the second moto. His playful antics caused his downfall to second when, while showing off the lead he had built, he fell off his bike. Tom Ryan swiftly motored by, taking the moto and overall victories with him. Jones still managed second while Bob Ramsey placed third overall.

The 125 Beginner field was by far the largest event of the evening, featuring 28 riders. Robbie Abernathy and Shawn Hughes split moto wins but Hughes grabbed the overall with a 1-2 finish. Shawn barely edged out Steve Vincze for the first moto win after an intense four lap battle for the lead. Abernathy, the second moto winner, was hampered by a poor start in the first moto which left him in the middle of the field. By the end of the race, Robbie had moved up to ninth, but that was obviously not enough. Abernathy still placed third overall, nosing out Eric Graves in fourth. ●

Results in Results Section.

Lawson cleans house at Corona

By Elaine Jones

CORONA, CAL., AUG. 25

Eddie Lawson matched Ray Lovell's 250cc single Yamaha against some pretty good 750cc boys, took them to the cleaners, and set the fast time of the night in the Open Money Half-Mile. Vern Maxwell and Al Glover battled each other for the second spot with Vern squeeking through in that one.

Minicycle rider Bobby Garabedian had a double win in the Mini Division I and, to add insult to injury, the minis turned the half-mile one second faster than the 250cc Novices. On the half-mile Ken McIntrie, after a four month lay off and obvious gearing problems, held off Mike Knoefler for second. They finished in the same order on the TT. Randy Headley took Division II Mini TT and Charlie Taylor got the nod on the half-mile.

Terry McCreery was the only other double winner of the evening, leading the 125cc Amateurs on a merry chase with his well tuned Kawasaki. Brian Burch brought home second in both, assisted by third place John Silva's seized engine.

Vern Maxwell didn't run second to anybody in the Open Expert Half-Mile

and again it was Al Glover who was right behind him all the way, waiting for the mistake that never came.

Dave Johnson didn't fare too well on the half-mile but took a back seat to no one on the TT and set fast time for the evening, winning the Open Expert. Charles Petty was second.

Jim Roach is learning how to win with his new Yamaha 500 and after throwing a chain in his heat race, came back to win the Open Amateur TT. On the half-mile it was Dave Peters from start to finish. John Karnes took over second after the first lap and Gary Smith moved by Jim Roach to pick up third.

Bob Bell won the Open Novice TT, decided to try the Amateur and ended up doing a super spectacular one and a half off his big Triumph. Frank Scilleppi went wire to wire to win the Open Novice Half-Mile.

Al Glover showed the 250cc Experts how to ride the TT after getting Joe Steffen figured out during the heat race. Al was hot all night long, even to the point of playing cowboy when a pack of German Shepherds thought the track was the place to be. Charles Petty rounded out the field with third. Scott Thurlow took the Amateur Division over Bret Stadel, a visitor from Auburn, California.

Joe Steffen held off Dylan Neihart to take the 250cc Expert Half-Mile. Danny Perkins, still getting use to his 250, was third.

Mark Butler and Mike DeBruyn played share in the 250cc Novice goes. Mike ran second to Mark on the TT and then Mark returned the favor by running second to Mike on the Half-Mile. John Casey led the 125cc Novice regulars from start to finish, Brad Bates was second and Ty Cline third.

Tom Headley did such an outstanding job winning the 125cc Novice Half-Mile that he earned himself a transfer to Amateur. Ty Cline changed places a couple of times with Bob Murray before picking up the second spot. ●

Results in Results Section.

Toyama flies, AMC leaves OCIR

By Rex Reese

EAST IRVINE, CAL., AUG. 26

The heat was off the 100 Pros, but there was not rest for the 125s as Gregg Toyama (FMF) switched guns to shoot it out with another switch-hitter, Rich Collins (KTM), who had deserted the big bores. No doubt both had the same idea in mind (winning), but it wasn't as easy as that for either one of them. Tonight also brought to a close AMC's night MX series as Bette Lasker's Friday night operation became another victim of television and weekend drive-in movies.

The combined Pro start was a constant tug of war, with eventual Open winner John Cardoza (Suz) against 250 winner Mike Stearns (Hus), while Toyama and Collins were off on their own, running 1-2. The only upshot out of all the action was the singular victory of Open Pro Hank Schmidt (Yam) in the first moto, which he won on his four-stroke TT 500. Not bad considering all those ring-dings. Collins put his own win as he got past Toyama in the last moto; but Gregg's two wins had it all locked up while Rich could only take second.

On the rise in the 125 Beginners are Steve Pfaff (Hon) and Steve Zizzo (Hon). The first moto saw them leading traffic with Zizzo first and Pfaff second. But in the second, Steve (Zizzo, that is) got caught in the crowd back in seventh, while Steve (Pfaff, that is) prevailed for first, and did it again in the final for the overall win, while Zizzo caught up to capture second. ●

Results in Results Section.

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Desert hotline

Balentine (8) & Kelly (711x) wonder why their victory bottles are empty as Dura Lube's F-troop group says — we don't know.

Balentine wins Silver Cup, Rare Desert Scramble

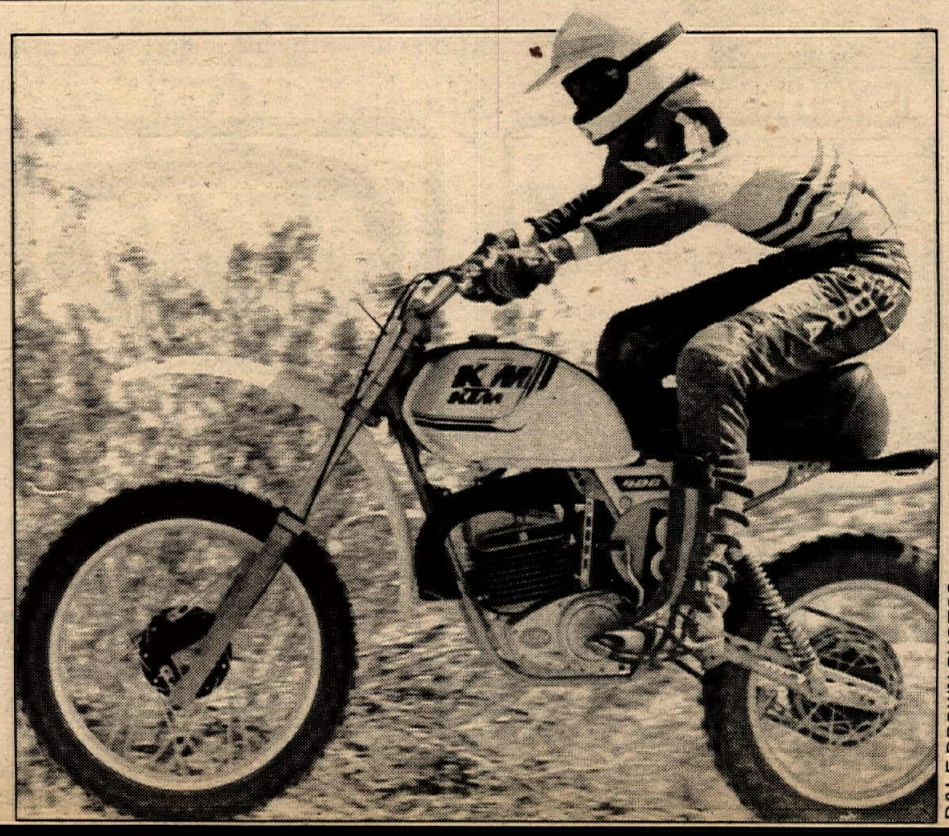
By Dale Brown

CALIFORNIA CITY, CAL., SEPT. 4-5 Bob Balentine (400 KTM) won his third DRA Silver Cup Invitational, thus taking home the $500 trophy for good. He rounded out the weekend by taking first overall in the Amateur/Expert round of the Rare Desert Scrambles.

DRA Silver Cup

DRA point leaders have been competing for the trophy for three years. No rider had won it more than once, until Balentine won the first three times he entered.

Third to the bomb behind Chuck Fowler and Dave Wood, Balentine took the lead quickly and led for the rest of the race. Tom Kelly (250 KTM) got completely sandblasted following Wood, but got by when the course got a little tighter and moved into second. Morgan Malocco (400 Yam) and Tom Schell (250 Suz) completed the top four at the end of the first loop.



DALE BROWN PHOTOS

The action shifted to the second loop, nine-miles long. Balentine's speed varied as he tried to find a pace that was fast enough to stay in the lead but would not tear the bike up and tire him on the choppy circuit. Bob did keep a comfortable margin over Kelly all the way and won.

Kelly, who won the 250 class, did so on a brand new KTM. For the last 18 miles, he'd held the gas tank on with his knees after the mounting tab broke. Tom Schell was in for third, having passed Malocco when Morgan's forks turned into oil gushers and the handling went into the frightening stage. Morgan did get a fourth for his trouble.

Monte Lee (250 Yam) rode consistently, taking fifth. Brad Henson (175 Yam), the current points leader, grabbed a first in the small-bore class at sixth. Gordon Schmidt (400 Yam) found that his seventh was good for first Senior. Novice Tom Mattox (400 Yam) was eighth, followed by small-bore runner-up Tim Plant (175 DMG). Monte Lee, an Amateur, rounded out the top ten on a 250 KTM.

Rare desert scrambles

On the following day, Balentine showed up at the bomb running second behind Bill Conroy, who was riding a borrowed 400 Mono. On a fireroad just past the bomb, they went back and forth. Eventually, Balentine got by and Bill's borrowed bike began to show signs of shock trouble. He took it easy and retired at the end of the loop rather than break someone else's bike.

The surprise at the end of the loop was seeing Tom Kelly on Balentine's tail. Two miles out, Kelly passed Bob almost in mid-air. Tom led for the rest of the loop. Balentine thought that Kelly couldn't maintain the same pace for the remainder of the race, so he elected to stay on Kelly's tail and wait for the right time to pass. The right time came on the next loop, where Balentine got past and led for the rest of the race. To Kelly's credit, it was the first time this year anyone had come up and passed Balentine while he was leading.

Behind the action of the two Mojave buddies, Cordis Brooks (250 Bul) had been running third, but Tom Schell came from behind to pass him and occupy third for the rest of the race. On the roughened course, Brooks was getting tired, and on the last loop, Phil Stumbo (250 CZ) passed him on a twisty downhill sandwash. Stumbo's drive nearly carried him past Schell, but with only a couple of miles left, Stumbo got onto a bad line and Schell dusted him badly. So it was that the first five were: Balentine, Kelly, Schell, Stumbo and Brooks.

At sixth overall, Tim Plant avenged his earlier defeat by Brad Henson (who finished tenth overall). Plant had held his position steadily through the race. Gordon Schmid (400 Yam) made it his weekend by taking two Senior victories, this time just ahead of Gus Paull (400 Yam), who is leading the point standings. Thanks to Yamaha of Corona, who replaced an ignition, Jim Artz (400 Yam) took ninth, second Open Expert.

In the 250/Open Novice race, Doug Hurt (400 Yam) led from start to finish. Doug Beisner (250 Suz) moved from fifth to second, winning the 250 class. Tim Phillips (250 Hus) moved from further back to take third. As a matter of interest, Tim Nething took an elderly 250 Husky without benefit of forward-mounted shocks or anything of that nature to finish fourth overall.

Ken Perkins (125 Hon) led the 0-200 Novices all the way to win his event overall. Joe Rayle (125 Yam) ran second, but dropped out, leaving that position to Steve Grenke (125 Yam). Darren Pritchett (125 Yam) finished third. At 11th overall, Leslie Klug (250 Hon) beat all the Senior Novices on her way to the Powder Puff Novice win. Otis Cecil (400 Kaw) won the Senior Novice class, while Don Wooldridge (400 Yam) moved up steadily through the race to take second.

In the 250/Open Beginner race, John Basso (250 Yam) won with a substantial lead, followed by Rick Vaughn (250 Yam). Frank Arciero Jr., (400 KTM) won the Open class, while Ray Bonham (500 Yam) led a group of Senior class riders that finished nearly in each other's laps.

Mike Sitton won the 0-200 Beginner class, with Shane Gray (125 Yam) finishing second. Susan Goade (175 Pen) won the Beginner Powder Puff class. Donnie Morrison (Yam) won the Mini class, first battling Kelly Kline (Yam), then falling, then catching Kline (who fell on her last loop) and winning.

The first loop of the race was ten miles of fun, both fast and slow. The second loop, nine miles, was also fast and slow, but rough enough so that many riders thought it was longer. The second loop was run 3-4 times, depending on class.

Rain clouds gathered round during the afternoons, and while it hailed in California City, the dusty desert riders were granted only a few drops. ●

Results in Results Section.

Mitch Mayes mashes Invaders

By Brian Klock

PHELAN, CAL., SEPT. 4 & 5

"It was bumpy." That was Open class winner Mitch Mayes' summary of course conditions after nine laps of the grueling six mile GP course. He went on to say that the course was so demanding that he had to "hang on all the way!" If you weren't grinding up a gnarly uphill you were WFO on the hoop-de-dooed downhills. Of course, all this came about after 500 riders had stomped and torn-up the course before Mitch's race — the last one on Sunday. The Novice riders on Saturday had a smooth mellow trailride compared to the dilapidated course the Experts inherited on Sunday. Had it not been for the gawd-awful hard work by the Invaders, things would have been a whole lot worse

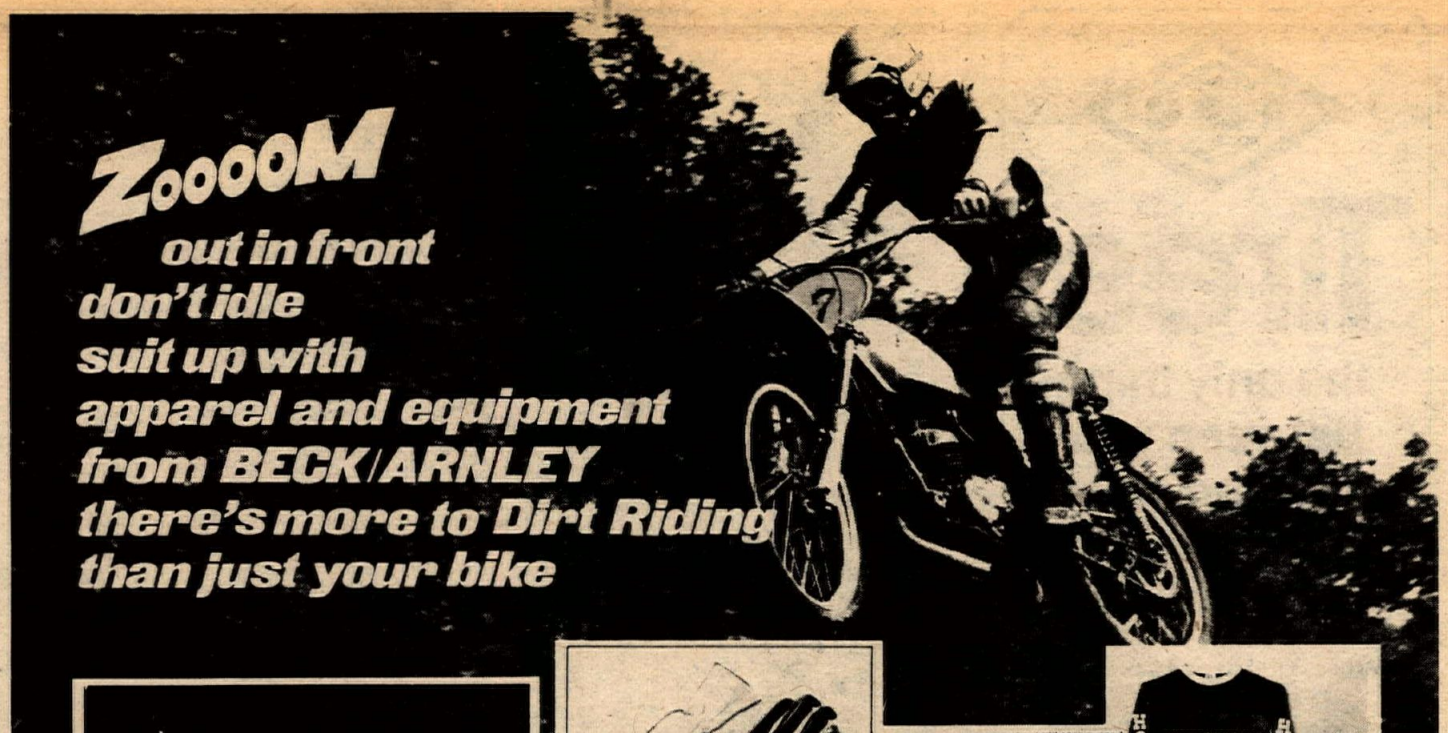
Saturday

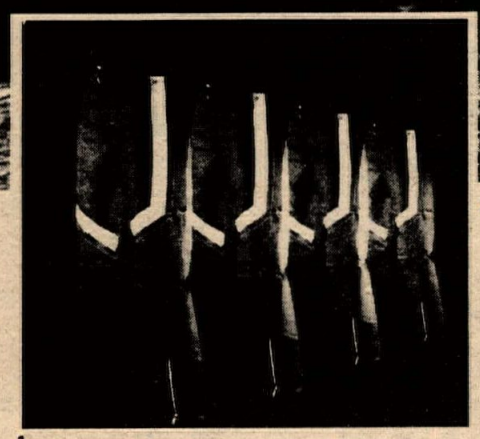
The morning sun edged its way over the horizon and into the deep blue sky after the voracious thunder storms Friday. All the Novices were run in four races, each lasting an hour and a half. To everyone's surprise, the little bores were making better lap times than the biggies (the 125 winner shaved three minutes off the Open Novice winner's time). Of course, since the little bikes ran first, they had the best course conditions.

0-100 Novices: The first race of the day (along with all the other races) started right on the minute. Front row starter Ray Guilbeau (Yam) led the pack around the first loop. Hot on his tail was Desert Knight Frank Thomas (Yam) who took over the lead on the second lap and held it to the finish. Guilbeau finished a distant second with Stirling Hopson (Hod) in for third. The first Mini across the line was Honda mounted Mike Campeau. It's interesting to not that Mike's lap time was equal to the lap times of the Open Novice winner.

176-250 Novices: Edwin Cossak nailed the first turn in the number one position, but he came unwired and dropped back as John Mittendorf (Suz) took over the lead. Way back in fifth after the first lap was eventual winner Tom Watson (Hus) Watson gradually inched his way up, lap after lap, until the seventh when he took over the lead from Mittendorf. Paul Valente (Hus) fought his way from 20th to capture third at the finish. Coming in aways back was Beginner class winner Scot Duncan, on a Suzuki.

251-Open Novice: Fifth place finisher Warren Goodman led it in the early part of the race only to get zapped by eventual winner Keith Smith (Yam). Robert Carroll (Yam) charged from his

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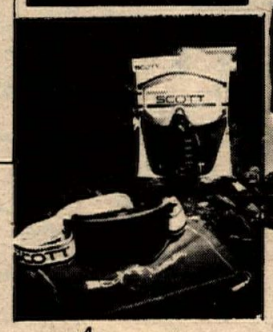

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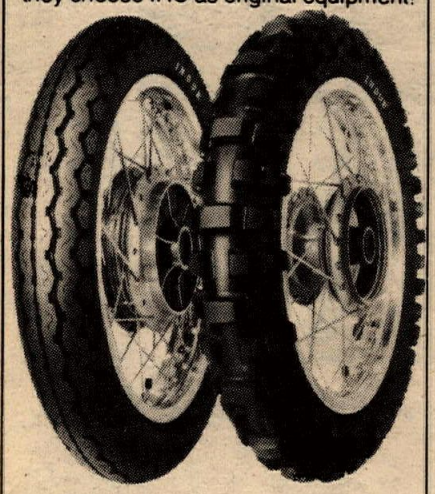

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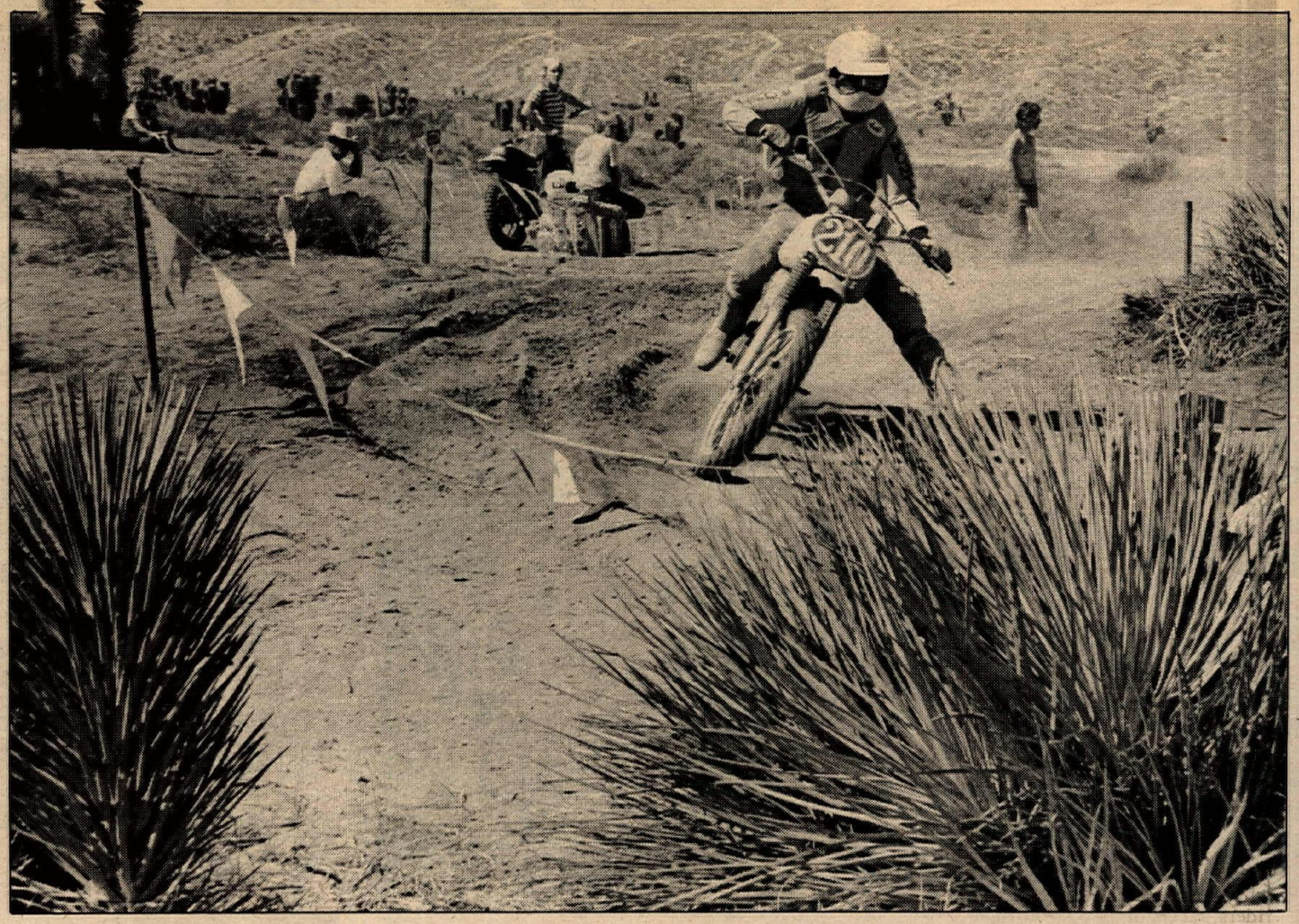


(Above) Mike Stedhen, along for the ride. (Below) Thunderpussy eats dirt while Trudy (almost) maintains control.

third row start position to capture second, and Arizona rider E.A. Nemecek (CZ) took third.

Sunday

Having destroyed one water truck in the whoop-de-dos, the Invaders were a little shy on Sunday's course watering. Also, instead of the row by row start that the Novice riders had, the Experts and Amateurs had mass starts. The reason for this as the Invaders tell it, is because the club is very religious and they though it only proper to have some sort of mass on Sunday.

176-250 Amateurs & Experts: A.C. Bakken was the early leader till midway around lap two, with a tremendous lead, he made a fantastic 40 foot jump over a road crossing, bottomed everything out, and ate it. With slight dinginess and an injured arm, he let Andy Kirker (Hus) take over. Kirker led for three laps, messed up, and let Bruce Ogilvie (H-D) and Bob Rutten (Hus) pass and had to settle for third. First place Amateur was attacked by Downhill Alexander, till he got off, recaptured first, threw a chain, recaptured first again, threw another chain, then said "to hell with it."

101-175 Amateurs & Experts: Danny Sanchez (KTM) walked away from the pack on his 125 after taking over the lead on the third lap.

251-Open Amateurs & Experts: Madman Mitch Mayes motored to yet another start to finish win aboard his 360 Husky. Having lapped the entire field, except second, third, and fourth, Mitch was flat out cooking! To prove the point, a window screen he hose clamped over his silencer as a spark arrestor had a nice clean hole burned in it from his exhaust. Not so smooth, but still the start to finish second placer, was Maico mounted motocrosser Chuck Pettigrew. Mike Edmonsom (Yam) and Terry Davis (Yam) rounded off those that weren't lapped by the leader. The Amateur win went to Dan Thordarson (Yam) who also led his class from start to finish. Charles Beck took second place honors on his Suzuki. Andy Kirker, after taking third 250 Expert earlier hopped on his 500 Yamaha and endoed, running in fifth. He got up saying "I could have broken something!" •

Results in Results Section.

And Mayes adds another desert triumph to his endless list of conquests.

PHOTOS BY COLOR ACTION PHOTOS

POINT COUNTER POINT

AMA a 'trade group?'

I am in partial disagreement with your opinion regarding the AMA's role in motorcycling today. Clearly, this trade organization (and you cannot seriously consider the AMA to be anything but a trade group) does lobby for motorcycle manufacturers and riders. But what else has the AMA done for us riders, racers or race fans of late.

They reduced the homologation requirements from 200 to 25 so that manufacturers need not spend so much money to go racing. Look what that has done for flat track racing! When it looked as if Irv Kanemoto was going to finally get the bugs out of his triple the AMA conveniently banned all power plants more than two cylinders.

I have never met so many arrogant and obnoxious pot bellied old men in one place as I did wearing AMA official badges at Daytona this year. At least one European rider failed to qualify in the waning moments of qualification because some officious ass at the pit gates would not let his mechanics into the hot pits without white shirt and pants.

Since Harley has become obsolete in road racing, (c.1973) the AMA's support of road racing has significantly declined.

Let me try to support this statement with some facts. In 1971, 6 of 21 Grand National Championship races were road races; 1972–7/25; 1973–9/24; 1974–6/23; 1975–6/23; 1976–4/28.

In the final analysis, I suspect that the AMF/AMA may serve a useful purpose or two. Since their primary function seems to be that of a trade organization let them be up front and function that way. Let's get racing out of their hands and into those who can and will do something with it.

All who want true competitive motorcycle racing should seriously consider walking away from the AMA.

David E. Neal
San Francisco, Calif.

Want change? Then force it!

Dave, I think by blaming the "industry" and Harley-Davidson you're looking for demons that aren't there. If I remember correctly, the idea of reducing the homologation number was to encourage the small specialty outfits to get in or stay in the game, and was especially aimed at salvaging British participation. In that, it failed, but the AMA couldn't answer for the British economy.

Another, more telling case in point. I recently called to see how the AMA was going to respond to the proposed EPA/CARB emission regs. I was told, "The AMA is not going to get directly involved; that's an industry problem." Rather shortsighted of them, because it's going to be far more of a rider problem in a year or two; but the point is, if the industry controlled the AMA, they'd be in there fighting tooth and nail.

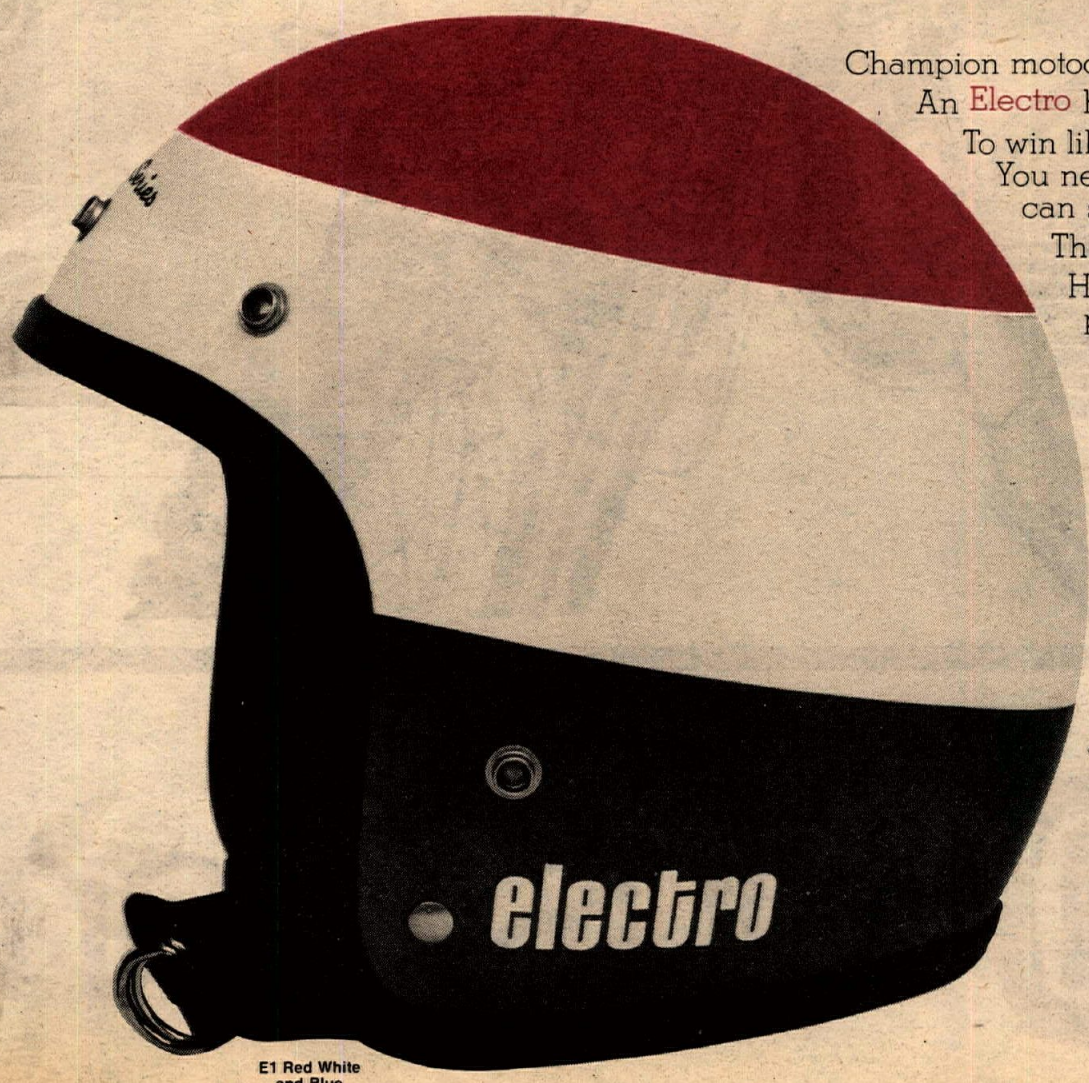
The fact is, there are plenty of problems with the AMA – the ones you cited, plus others. Personally, I'm beginning to find people at AMA think too much like a bunch of bankers and accountants. Maybe it's a sign of the times.

But the point is, you don't solve these problems by turning your back. Nor do I see any of the existing splinter groups (nor any coalition of same, given the kind of petty jealousy that seems epidemic at times) capable of providing a national framework for road racing or any other venue.

You want change? Then lay hands on the AMA and change it! If the organization heirarchy won't respond to normal channels, your AMA Congressman and your Class "A" board member, then is the time to consider leaving. Not as a bunch of disgruntled dudes, but as a coherent group with definite policy objectives. District 37 did just that some years ago, and in just thinking about it, helped force needed reforms. Of course, expecting road racers to form a coherent national group may be asking a little too much . . .

Lane Campbell

Electro rides Marty Smith to Victory



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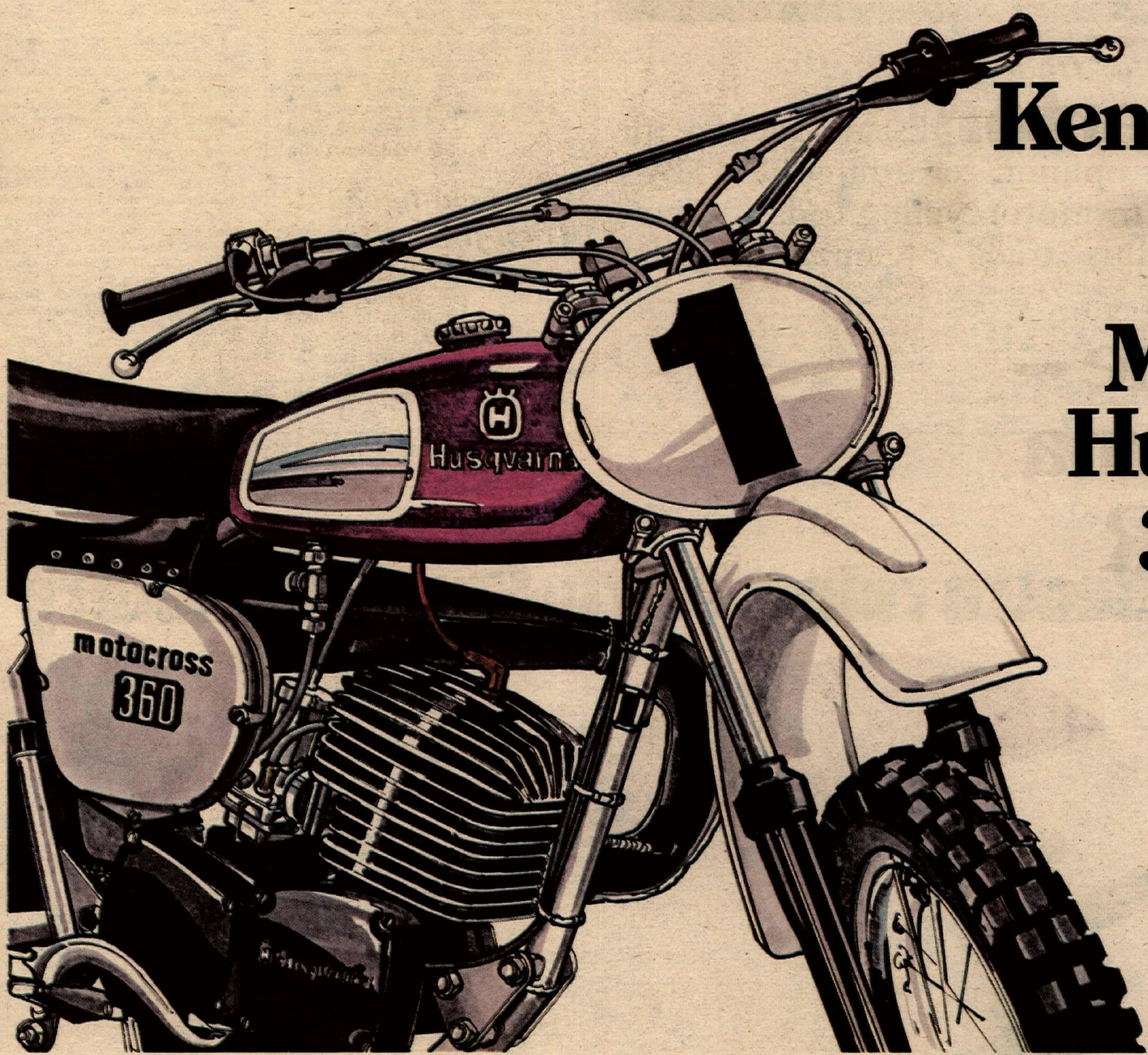

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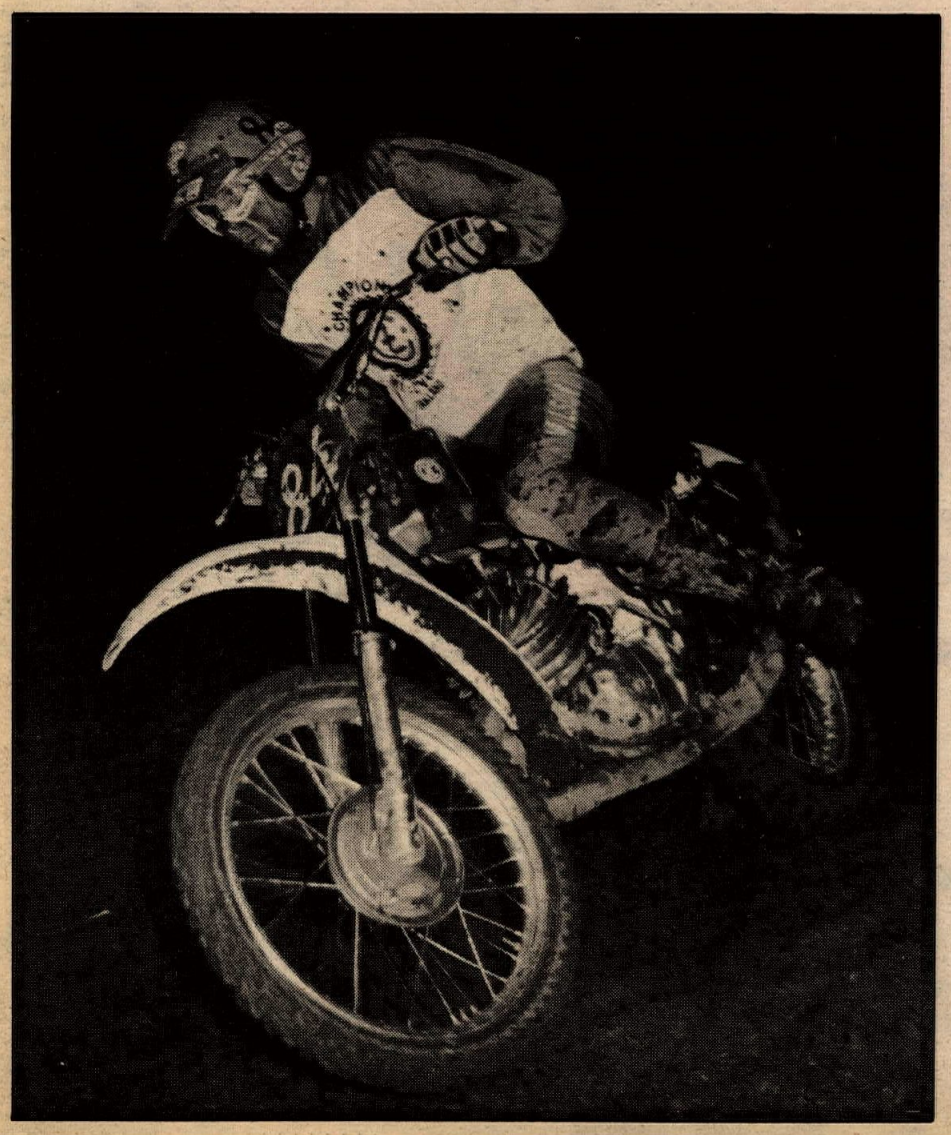
NORTHERN DATELINE

PHOTOS BY STEVE CASTILLO

Concentration, tension, agony — the 250 Pros go off at Fremont with Phil Crane (498) caught wheel-high.

Second 500 Pro at Fremont, Dick Wilson pushing vintage CZ.



Norcal night MX

By Steve Castillo

FREMONT, CAL., AUG. 19

After heavy rains from several days before Fremont raceway was at the peak of perfection. Several haybales mixed with the moist dirt blended together to form some of the most tacky surface imaginable. The traction along with the usual race fever made for an action packed 250 Pro race with Kipp Classen (KTM), Phil Crane (Suz) and Phil Douglas (Hus) providing the fireworks.

Things started flying in the first round when Phil Crane pulled one of his spectacular holeshots. Back further in the pack was Kipp Classen who had suffered a mediocre start. Spectators gasped as Classen made his way through groups of riders in daring swoops. Passing the Bob Terwilliger/Paul Sipes combo (second/third) Classen set out after the now streaking Crane, but ran out of time.

Round two was Bill Johnson's turn to get out front, with Kipp Classen right behind and Phil Crane third. A spectator ran in front of Johnson, causing him to get on the brakes hard thus losing it in a slippery turn. Classen was there to take advantage and inherited the lead. From then on it was a Classen/Crane confrontation all the way to the flag. Classen held his lead though and finished first with Crane less than a second behind. Overall it was Classen, Crane and Phil Dougals.

Wes Elrod cominated both 500 Pro motos and won convincingly. Dick Wilson on a Champion Cycle CZ really looked good tonight as he put his 3-2 score together to pick up a second overall. ●

Hard to beat Hersman

By Sallee Hilton

SUNNYVALE, CAL., AUG. 22

Mike Hersman, 16 year old Husky rider from San Pablo, is setting a new cost of living standard at Northern California MX tracks. Sponsor, J&K Cycle Inn of Richmond gets its money's worth out of Mike, as he's the one to beat.

In the first 250 Expert moto at the Sunnyvale PAL track, Hersman got the holeshot and spent the rest of the race maintaining a healthy lead that was never seriously challenged. Second place changed several times with John Sullivan (Hus) holding the position for the first six laps before bike failure slowed him to ninth. Mark Hilton (Suz) moved into second for three laps before tire failure slowed him down, but not too badly, as he still managed a third at the finish. The final contender for second, and the one to have it when it counted was Rick Long (C-A) who had come up from the rear of the pack.

Hersman had to work a little harder in the second moto, when it was his turn to have a bad start. Chris Grewer (Hus) held the lead for the six laps it took Hersman to catch up to him and take over, then the two of them spent several laps dicing it out before the checkered flag gave the win to Hersman and the second to Grewer, who had a sixth the first time around. Hilton, with his tire fixed, ran third for most of the race; but in the last lap was victim of a badly

timed turn as Chris Pflaumer (KTM) got around him. With Hersman's twin wins giving him the overall, Hilton picked up second place cash for his 3-4.

The Open Expert racing was basically a fight for first between Dan Leet (Mai) and Ted Rogers (Hus). Although Leet had the most leading laps in both motos, Rogers was in the front for some of them too. In another fight going on for the third and fourth settlement Robert Norton (Hus) took third the first time and Rick Long (Yam) got it the second run. A last lap slip put Norton to fifth that time with Tim Dallara (KTM) getting fourth. Lett, Rogers, Long and Norton cashed in in that order. ●

Results in Results Section.

Soupy Startup

By Esther McAllister

STARTUP, WASH., AUG. 15

Once upon a Sunday at Startup MX track, nestled in the picturesque Cascade Mountains, something angered the motocross gods and they caused the skies to open and a downpour to fall just as practice began. The track was soon turned into a slippery, soggy mire. Only the very bravest dared attempt the challenge of the soupiest track since last November Track Manager Ken Vanassche was forced to cut the motos short, not only out of concern for rider safety but also for the sake of their engines; to say nothing of the eyestrain suffered by lapcheckers as they tried to identify the riders who were quickly converted into look-alikes, mud-colored from the top of their helmets to the soles of their boots, rendering number plates useless.

Proving himself to be a real mudder, Gary Carter (Bul) got the holeshot in the Open A Main and went on to a win after a second place finish in the first moto. The winner of the first moto, 15 year old Mark Hopkins (M-V) wound up second overall.

After nearly a year of racing in Europe, Seattle's Tim Sullivan returned to the local motocross scene to slip and slide his Maico to a 250A class first. Taking 250A second place honors it was again that hard-chargin' Mark Hopkins (Yam) who rides two classes.

Wiping the mud from his face as he took the checkered flag, Duane Bowen (Hon) claimed the winner's share of the money for the 125A class, followed by KTM-mounted Brian Sessions.

With his Aurora Cycle RM 125 Suzuki throwing up a rooster tail of mud, Chris Gray dominated the 125B class, winning both the first elimination race and the moto. Second place, also on an RM 125 Suzuki, was Steve Houlbjerg of Seattle.

In Mini B competition, Shane Spence (Yam) took a first place trophy back to Vancouver, B.C. with him, second going to Puyallup's David Holloway (Yam). ●

Results in Results Section.

Speedway Central

HANFORD, CAL., AUG. 27

Hanford's second annual all-scratch pre-championship program went off like clockwork. Five rounds of four heats each provided the format. After round one each man had a ride apiece to sort out gearing and tire pressures. By the halfway point things were getting pretty hairy. Max Koemans and Grant Salyers both had perfect scores up to that point followed by Mark Tracy and Jack Martin only one point away.

The point fight went down to the wire with Tracy just missing a win in event 14. Martin won with Koemans second. That left them in a tie for first with nineteen points each. Mark Tracy and Grant Salyers were then tied for runners-up.

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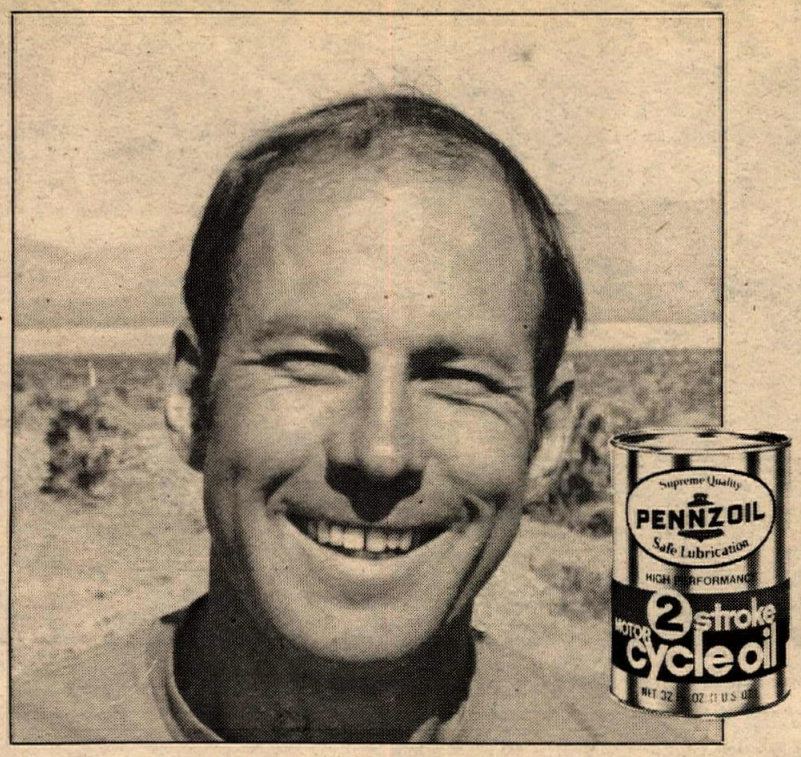

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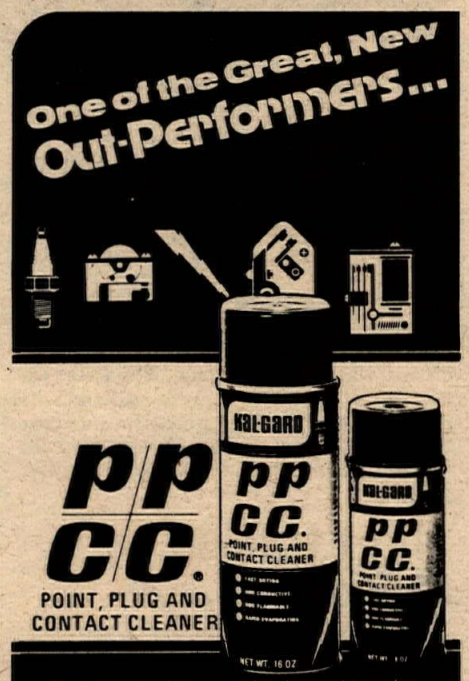

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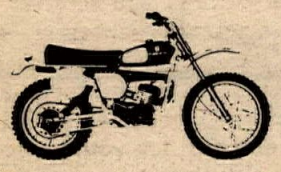

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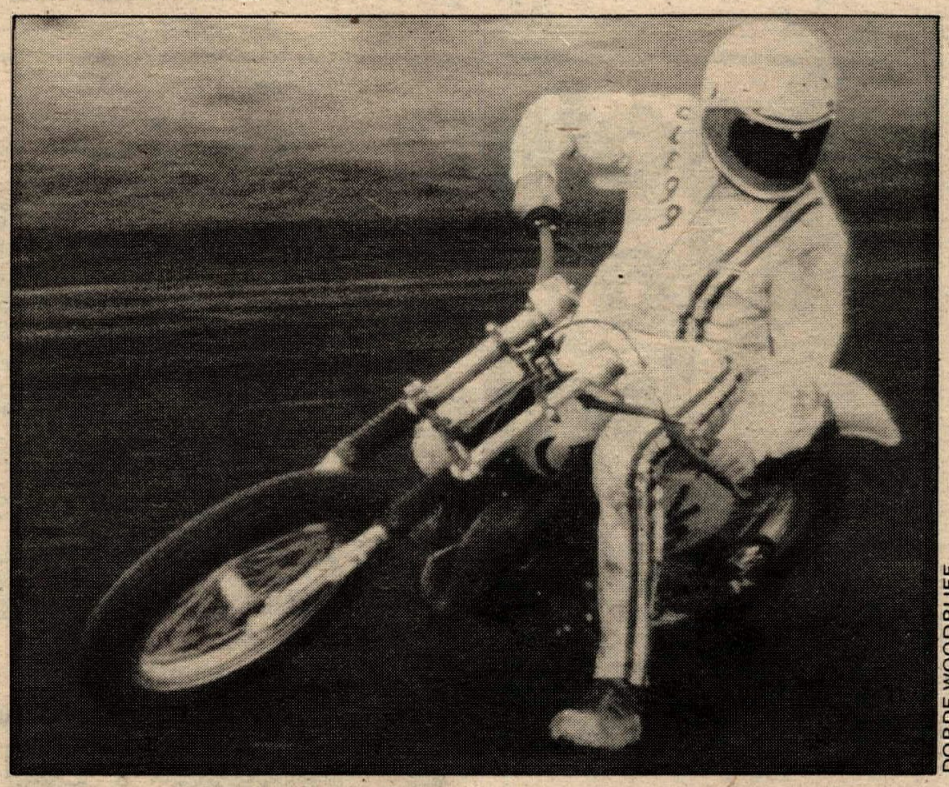
Scratch one number plate. Dave Nakao/John Williams bump-shuffle at Chico.

Utah 125 Novice Clegg Still's turn to look back.



DORDE WOODRUFF

Salyers and Tracy went out first to decide third and fourth. Tracy got by Salyers after an excellent gate, and Salyers tried in vain to get past. It looked like a sure win for Tracy when he got too far sideways coming out of turn four on the last lap and Salyers whipped under him for a photo finish win.

The run off for first was between Koemans and Martin. These two hadn't faced each other in many weeks and the crowd was up for the race. The first two laps were anybody's guess as Koemans got the gate from the pole. But an error that moved him outside in turn two let Martin get under and Max never got by.

Short trackin' at Pioneer

By Ann Carr

OAKDALE, CAL., AUG. 21

Pioneer's short track was almost too good this evening as a smooth course greeted 164 racers. Craig (don't call me Wyatt) Scroggins returned from the pro wars to take the 360 Expert first over weekly ace Carl Yerby. Craig survived a shaky heat where he got used to Dennis Huff's Bul and went on to a convincing win. Carl gained a firm hold on high point honors with the second.

Meanwhile Dave Faria also gained some breathing room in the 250 Expert ranks where he and Kim Jorgensen battled with Dave winning. These two sported a straightaway lead over third place finisher Dennis Huff.

Other riders celebrated back-to-back wins as 80 Novice Austin Pugh beat out Robin Mast, Scott Nugent again won the large 80 Junior, Scott Baker continued to win the 100 Novice. Manteca's Terry Spurgeon won his second consecutive 125 Novice, Dean Coca his second 200 Novice, Dwayne Ellis his fourth straight 250 Junior, and Dave Busby followed his Friday night scrambles victory with a 360 Junior first.

Mini Expert getoffs juggled both the 80 and 100 class. In the 80 Tracy Hayes took a hard spill in the No. 4 turn, causing a restart and putting him out of contention. Mike Wilson jumped to second after young James Mason faded (James has been off for a year with injuries) and Bill Arbogast moved up to third. Doug Chandler was in his usual spot up front taking his fifth consecutive win in this class. Pebble Beach man Jim Cunningham captured his first Oakdale win in the 100 race as he beat out Chandler in the heat and Doug's bike failed in the Main. A spill in the No. 4 turn which took out three racers moved San Jose's Gary Blodgett and Stockton's Brad Summers to their first Expert trophies. ●

Results in Results Section.

Summer storm steals Cycleland

By Patty Piston

CHICO, CAL., AUG. 21

It started out a typical warm summer evening. Before it was over the weather would steal the show. The races would be rained out, the track would be in darkness, and all would witness the start of four fires due to the spectacular lightning storm.

The Semi Pro event provided further excitement. Jim Chadwick went down in the first turn. Lowell Moural, with nowhere to go also downed it. Mike Freeman, after clearing the two downed riders, spun out. Chris Sauer pulled the holeshot in the restart. In second was John Williams followed by Jim Hubbard and Moural.

Hubbard, charging hard, grabbed second in the first lap while Moural, not to be denied, took over third. From then on it was a three-way battle between Sauer, Hubbard and Moural for first. Although their positions were never secure, no changes were made.

Another tight fight developed in the 200 Novice event between three Buls. Grabbing the lead on the start was Tom Gutzman. Larry Weik and Doug Reswig moved into second and third respectively. That's how they went to the checkered flag with barely a bike length separating them.

Dick Hiatt held off a challenge by John Guy to lead the 360cc Novice contest past the checkered. ●

Results in Results Section.

Lodi TT finale

By Ann Carr

LODI, CAL., AUG. 20

The Lodi Cycle Bowl concluded its TT scrambles season tonight with 142 relaxed racers attending. Top men collected their high point brass at intermission and a swift program with lots of laps provided good racing.

Some new faces entered the winner's circle as Austin Pugh won his first TT in the 80 Novice ranks over hard charging Aaron Hill. Meanwhile Mark Key, a fast-rising Junior, returned with a win over new Junior Joe Knight. Mark reportedly is a rough track specialist.

Tracy Hayes celebrated his high point award by topping both the 80 and 100 Expert events. While his 80 race was contested hotly with Bill Arbogast chasing most of the Main and nipping Cory Cantaloupi for second. Tracy held

a comfortable margin over RM man Richard Thurman who took his first expert trophy in the 100.

In the sportsman ranks Mike West took a well-prepared RM 125 to its second Novice Main victory while Yamaha racer Brad Spencer took his first 250 Main at Lodi this season. Short track specialist Dave Busby also captured his first scrambles points on a 360 in the Novice Main.

Dennis Spence continued to dominate the 250 and 500 Experts with 12 straight firsts. Steve Brandt returned to second in the 250 to gain valuable black plate points as did Dallas Davis in the 500.

Though Number One is virtually settled (Spence leads by about 100), the second spot for black plate is still up for grabs with seven-eight riders capable of moving up.

Short trackers will invade Lodi for the next few weeks as racing moved to Saturday nights following Labor Day on a new 1/5 mile track and continues through October 9th. ●

Results in Results Section.

Short track at Maeser Speedway

By Dorde Woodruff

VERNAL, UT., AUG. 21

The third in the series of four track races in Vernal's first sanctioned season found the club still suffering from lack of help and the growing pains of the relatively new facility. The track had been overblessed with black gold by a new tank truck driver. When riders arrived for signup few believed the meeting would be held, but a couple of hours of dirt shoveling and packing made it into an excellent surface.

Once started the events went off smoothly. Two large and especially competitive classes dominated the meeting, 125 Novice and 250 Expert. Clegg Stills was the man to watch in the 125 Novice class. Never getting the holeshot, he consistently moved up from behind. In the third heat Mike Downey (featured in a spectacular getoff in the Aug. 10th issue of Cycle News) got a good start. Stills challenged him throughout the heat. Finally Mike fell back, apparently having trouble with his bike, Clegg won the heat and the class.

The 250 Expert class was full of good riders but local rivals Tal Merkley and Randy Beers put on such a show the others were left in the background. The Merkleys own the Vernal Honda shop, and know how to get the ponies out of an SL motor. Randy, Kaw shop owner and rider, says Tal's bike isn't faster than his however, that Tal only beats him when his bike is running better than usual or Randy's is running worse. Whichever, Tal's seemed to be faster most of the evening. Randy had a poor restart after Kim Best jumped the gun, never catching up. Randy got a good start again in the second heat with Tal trying to pass. Randy kept in front of him as if he had eyes in the back of his head, finally fell back. In the third heat Tal started better than Randy. Randy couldn't pass on the outside so he passed on the inside, kept ahead for several laps then finally fell behind with Tal winning the class.

In the Big Bore Sweepstakes it was Randy and Tal again with Randy running away from Tal at last. The rest of the field really did disappear this time. While all eyes were on Randy and Tal, OCA hotshoe Bob Best had one of those never-knew-what-hit-you getoffs right in front of Dan Maxwell, Open Expert class winner, who couldn't avoid running into Bob or his bike or both. After some minutes contemplation of the track surface at close range Bob was able to decide his leg was only bruised.

Results in Results Section.

Pioneer Arena - Little Ascot

By Ann Carr

OAKDALE, CAL., AUG. 14

Cool, damp air, a gentle breeze, three different lines in the corners, berms, bumps, broken bones, getoffs, flying W's, Junior restarts, and Jorgy way out front — Ascot? Not quite, but almost! One hundred sixty-nine racers dodged rain all around but God smiled on Pioneer tonight.

Alex Jorgensen — on the bubble still from Ascot success — appeared to be having fun as he blitzed both heat and Main of the 250 Experts. Dave Faria won the other heat but could not keep up with the flying Jorgy in the Main. The somewhat rough and damp surface also favored Sonoma's Jim Mertens who waxed the 360 Experts ahead of Rick DeLacy who rode Pioneer for the first time this season, placing fourth in the 250 and second in the 360. Expert 125s also staged a raging heat and Main battle as four racers vied for the money. Modesto's Mike Inderbitzen won both, but was hotly contested by Mitch Davidson on the Blendzall Special, Rick Wood's Honda, and Brian Thompson's Yamaha. Brian proved superb as Mitch suffered engine lapses and Rick fell off.

Mini 100 Novice Brian Buzzini celebrated his last mini ride with a win over Bill Brazil. Bill, however, was aboard an 80 in a combined class. Junior Scott Nugent took another 80 win over a large field. Larry Dunnagan was second after looping his bike in the heat and barely transferring.

Terry Adams of Atwater won a large 125 Junior class as Don McBride broke his leg for the third time in the heat. Randy Loewen was second while former mini ace Eric Watts was third in his first Junior ride.

The 250 Juniors had trouble getting started in both heats and Main as falldowns or jumped starts caused several delays. Escalon's Dwayne Ellis beat out Modesto's Ben Zakarian for the win. ●

Results in Results Section.

Lodi Short Track - Banzai!

By Ann Carr

LODI, CAL., AUG. 27

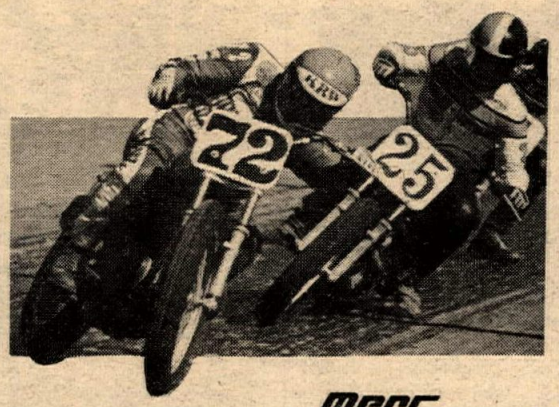
A new lengthened one-sixth mile course, somewhat rough on the back chute from lack of use, welcomed 150 racers who hung it out on a wide blue groove typical of Lodi. District plate racers dominated maxi expert competition as Don Bailey ripped the 360's ahead of Sonoma's Jim Mertens. Don used a challenging third behind Vallejo's Mike DeLacy and Kim Jorgensen in the 250 final to wire the course.

Junior 125 rider Steve Alberdi of Stockton jumped the north bank, split the M&M Apparel sign in half, and nearly hung himself on practice lane markers during warmups only to shake it off and return for a Main victory over Modesto's Louis Orozco. Steve got "iron man" honors for the night!

Mini ace Tracy Hays served notice that nothing had changed with the switch to short track by winning both the 80 and 100 Expert Mains. Top Mini action came from the 80 Juniors, when five racers challenged for three trophy spots in elbow to elbow action. Eric Lewis and Mark Key sandwiched around Bryant Gannon for honors. Challenger Mark Andris bailed and Joe Knight nailed him. ●

Results in Results Section.

Move Ahead



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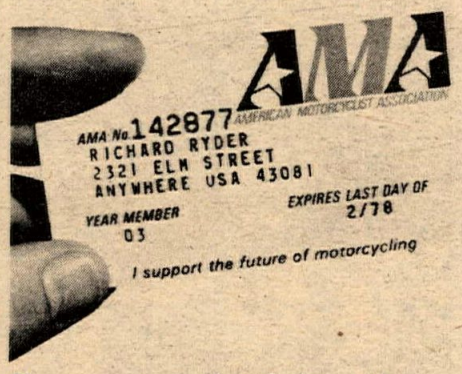

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You can't just say it stinks...

you have to say why it stinks, & what you can do to change things.

By Lane Campbell

It's writing time again, but with a twist. Gut reaction is not enough. There's time for that if the system drives us to it. The "system" in this case, is our good ol' friends an' neighbors, the BLM. But first things first . . ..

In the beginning was EO 11644. Richard Nixon played it the way he played everything in domestic politics – to set group against group in every arena where he was being attacked politically. It was business against labor, farmers against housewives, longhairs against straights, oilmen against motorists; and in our arena, he set us up against the environmental fringe when it seemed expedient to do so. Now he's gone, driven from office in disgrace, and his style of governing discredited. But the wording and the bad aftertaste of his Executive Order are left behind to haunt us.

And haunt us they have. In fact, we are doomed to wrangle, on terms and conditions laid down by the Order, for every piece of ground in the California desert and elsewhere in BLM's domain, until Hell freezes over – unless something concrete is done about the Order, and about the rules the BLM is forced to work under.

Yes, forced. If you will give BLM the benefit of the doubt and assume they're just a bunch of poor, bumbling bureaucrats caught in a crossfire between us and the Sierra Club (or if you go overboard and assume they're partly on our side – which is partly true but little comfort), their actions in the present round of rulemaking are under duress.

They are under court order to include the words and provisions of EO 11644 in their ORV regulations. And that brings us to, as NOC's Dick Moon put it, "Right where we were three years ago." We are called to sit in judgement on a new set of draft ORV use regs. The way it is being done, it is a repreive for riders outside the California Desert; for the new rules return most BLM land to "undesignated" status. Which is to say "status quo," run what you brung and enjoy until they get around to classifying your riding area. Then, watch out!

For California desert riders, the situation is more complex, for it leaves the Interim Critical Management Plan (ICMP) intact, but changes the future ground rules for the next plan.

In a nutshell, the new ground rules give the environmental fringe not one but several "Catch 22" pitfalls they can use to shut down ORV activity anywhere (desert or otherwise) they choose to create a crisis. It's only a matter of time.

Your time is running out. You have until October 7 to make some sort of informed, preferably constructive comment on the proposed rulemaking. Just telling the BLM it stinks is not enough; and neither is sitting around the fire guzzling beer, moaning about the Good Ol' Days.

We obviously can't cram the draft regulations and their supporting Environmental Impact Statement into these pages. They would fit like the proverbial 15 pounds in a 10 pound sack. We can, in the accompanying breakdown, give you specific parts of the draft that hold the most harm and try to analyze them for you. We can't hold your hand and force it to write.

ADDRESS ALL COMMENTS TO:
Director (210)
U.S. Bureau of Land Management
Interior Bldg.
Washington, D.C. 20240

That's a tall order. To fulfill it, and to beat the "Stop the World" gang once and for all, you've got to prove that you have a better idea. It would be an easier job if you were a lawyer, but you're not. You're a biker, maybe a racer, more likely a recreational off-roader with a family; and you're involved because any other course will get you shafted while your back is turned. You didn't want this fight, but it came to you; and the enemy won't just go away. You'd rather not retreat into utter lawlessness; you want to take one more crack at making the system work. This is it.

It is called a notice of proposed rulemaking; and it's supported by an Environmental Impact Statement, all according to law. The rules are amendments to Title 43, Chapter II, Part 6290, Code of Federal Regulations – one set of verses in one chapter of one book in the Federal bureaucracy's Bible. The EIS was prepared by the Bureau of Outdoor Recreation, a branch of the Department of Interior, under the same organizational umbrella that includes the BLM, the Fish & Wildlife Service, National Park System, and the Bureau of Reclamation. While it is still a proposal, any citizen may agree to, object to, or seek to modify either the rules or the EIS. If you've never done this sort of thing before, this report will serve you as a crude road map, and an introduction to the bureaucratic word-game. It is a piece-by-piece breakdown and explanation of the parts of the regulation most critical to you as a rider. You need to know it, to guarantee that your letter is read, not trashed. So, from the beginning, let's get into it:

6290.0-1 Purpose

"The purpose of this part is to implement Executive Order No. 11644, 'Use of Off-Road Vehicles on the Public Land'. . . "

Hold it right there. We bikers have been going through this hassle since 1970 or before; and now we and the Bureau are forced to go through it all over again because a court said we did not comply with the Order. The court also said that the Bureau had not considered all reasonable alternatives as required by law. One such alternative, a course which would make the rest of this hassle unnecessary, would be a cancellation (recission) or modification of the Order itself.

Is this a reasonable alternative? Insofar as any action taken unilaterally by a President who was subsequently disgraced should be reconsidered, both by his successor and by the public, this is a reasonable request for us to make. Only one man can grant that request – the man on whose desk the buck stops – the President of the United States.

It is up to us to make sure the buck gets that far, instead of being buried by some flunky. That means that letter writers should write the President directly, and at the same time, write the Bureau, asking them to pass your request to the President.

The Department of Interior, addressing itself to all its management units (of which the BLM is one) has considered this alternative in the draft EIS as "A. Recission Alternative." The discussion of this alternative in the EIS is inadquate because it is written as if intended to gloss over or discourage consideration of this alternative. You can object to the EIS as inadequate because: it does not consider the administrative difficulty or tax expenditure that could could be saved by a better Order (or no Order; both are reasonable alternatives); it does not spell out the inherent conflict between the wording of the Order and the BLM's historical mandate to manage for multiple use; and the EIS in general fails to spell out the favorable impacts of ORV use in sufficient detail (which you, then, should go on to supply out of your own head). More generally, the EIS contains highly debatable statements, such as "The ORV user should not suffer economic loss, except possibly on the resale value of his vehicle . . . " (as if that weren't bad enough); "At this point, there appears to be little likelihood that the proposed action will have any major impact on the ORV industry as a whole;" "Off-road users tend, moreover, to litter the landscape" (as if others didn't); and " . . . much, if not most recreational off-road vehicle use will be treated as a local, short-term use of man's environment." These statements reflect an attitude on the part of the writers that is patronizing, prejudiced and discriminatory. It is not as blatant as, say, the KKK explaining why the Nigras should be kept in their place, but it is of the same tone. You have a right to object to this, in principle.

Do we have a better idea? Yes, we'd suggest a new Executive Order that recognizes the need to manage ORV activity to some extent (as did 11644) but avoids the pitfall of saddling the administrators with blanket criteria when each Interior agency (BLM, Nat'l. Park System, Fish & Wildlife, Bureau of Reclamation) has a different purpose spelled out by law. Instead, the President would direct each administrator to identify within his agency's landholdings, areas of significant environmental or cultural value; and then regulate ORV use *only* on those identified lands. This would nullify the worst complications of the court order and prevent the government from having to hassle over every scrap of some 500 million acres, as is now the case.

Well, that was the first sentence of the first paragraph. The rest won't be quite so bad.

6290.0-5 Definitions

"a) 'Off-road Vehicle' means any vehicle capable of, or designed for, travel on or immediately over land, water, or other natural terrain, deriving motive power from any source other than muscle, etc. etc..."

A crudely-worded catch-all, intended to mean any motor vehicle other than a

motorboat. Most people read it and automatically think "bike and buggies." Wrong, They mean everything, including the family car, the farmer's tractor, the rancher's pickup and tank wagon — everybody. If the general public understood this, a lot of the steam would go out of the preservationist movement on this point alone.

"(e) 'Organized Event' means a structured, or consolidated, or scheduled use of off-road vehicles on the public lands . . . "

taken together with:

6294.1 Permits

"No person or association . . . may conduct any rally, meet, or other type of organized event, involving the use of 25 or more off-road vehicles, on public lands without first obtaining a permit . . . "

Combined, these passages create one of the pitfalls. Improperly administered, they could treat any informal gathering, any group camp, in the same light as a formalized, profit-making competitive event. Vague verbal assurances (such as we've gotten so far) that this won't happen are not satisfactory. You have a right to object that even though some mode of regulating competitive events may be needed, this regulation, as it is worded, infringes on your constitutional right to assemble when you are *not* engaged in a competitive event.

Do we have a better idea? Yes, the regulation, if it is to exist at all, should better discriminate between competitive events and lawful assembly for non-competitive, non-profit purposes. Since a profitable desert race or other event generally needs at least 100 entrants to avoid a catastrophic loss to the promoter, 100 rather than 25 would be a better number to use in the definition. Maybe you have a suggestion

6291.1 Regulations governing use

"(h) No person shall operate an off-road vehicle on public lands: (2) In excess of established speed limits"

Even the bureaucrats admit that this is dumb. It is irrelevant on most BLM lands and virtually unenforceable

"(h) . . . (4) In a manner causing, or likely to cause, excessive damage to or disturbance of the soil, wildlife, wildlife habitat, etc . . . . "

This is another of those Catch 22s. If the environmental fringe didn't exist, this would be a reasonable rule. In practice, it gives them a lever to shut down any activity, any race, anywhere, even after permit conditions have been met. They can do it simply by claiming the activity is "likely" to cause damage, and threaten to haul the Bureau into court for not enforcing its own regulations.

6292.1 Criteria

. . . . *"(a) Areas and trails shall be located to minimize damage to soil, watershed, vegetation . . . (b) . . . to minimize harassment of wildlife or significant disruption of wildlife habitats . . .*

(c) . . . to minimize conflicts between off-road use and other existing or proposed recreational uses of the same or neighboring public lands . . . "

These criteria are for administrators to use in designating areas and trails as either "open," "regulated," or "closed;" and are taken word-for-word from the Executive Order. They are a big reason for requesting reconsideration of the Order. The first two are debatable because they place environmental values in priority over human values. They are not cast in concrete and you still have a right to object to them.

The third, (c), is another Catch 22, due to the inclusion of the phrase "or proposed." It means all the posey-sniffers have to do to raise a stink in any previously open area is to propose a conflicting use in or near that area. Again, because it's the wording of EO 11644, verbatim, it's grounds for requesting a re-wording of the Order.

Your deadline is October 7. The proposed regs have been hailed by the Sierra Club's "ORV Monitor" hate-sheet as "the last link in Federal standards." Don't expect them to be sitting on their fannies while you sit on yours. ●

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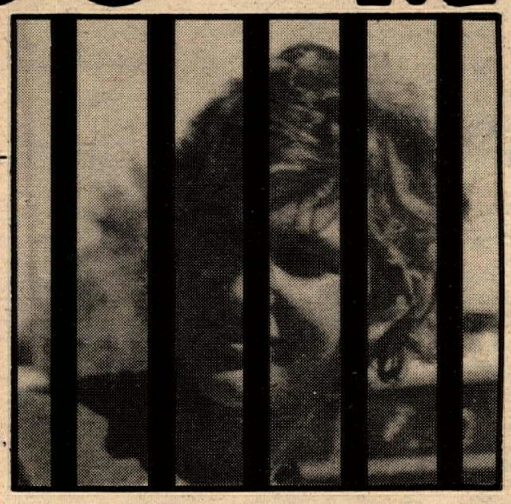

Calendar of Events:
September 19, 1976— Series Race
October 2, 1976— Cal City Grand Prix Amateur Expert Race
November 21, 1976— Series Race
The above races will be held at California City.

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The American Motorcyclist Association believes in the high-quality helmet as an effective protective device.

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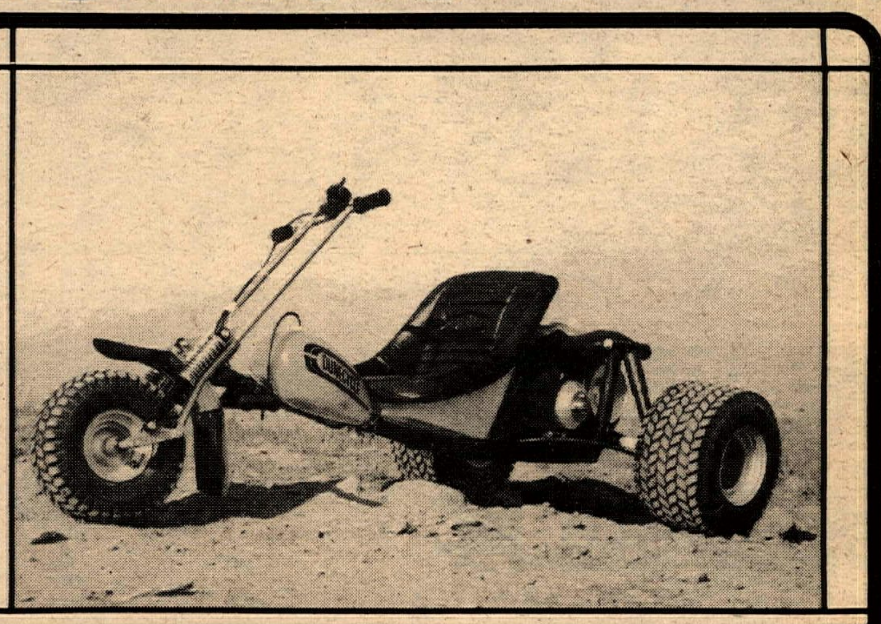

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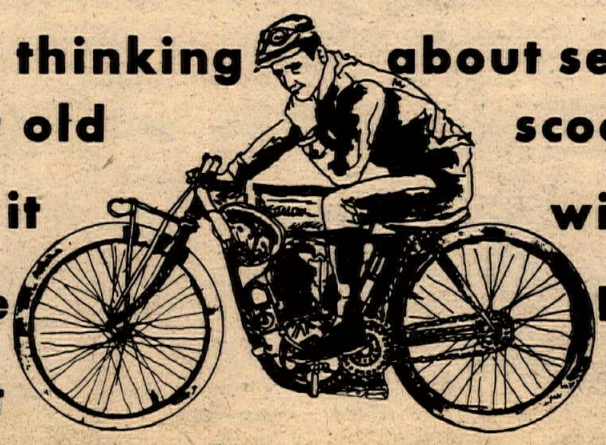

(Above) Team sweep in the making. Bast/Woods (L.A.) over Sivadge/Schwartz (Ven.). (Below) Bryan Buffington adds to his handicap.

SPEEDWAY WEEK

Ventura, August 31
By Dennis Greene

Under a gray fog that all but covered the racetrack, one of the last three Team events to be held at Ventura went to the hometown Sharks.

The L.A. Sprockets, currently second in the NSL, got beaten by six points, 42 to 36.

Each of the three pairs of Sharks got at least one clean sweep. Bobby Schwartz and Scott Sivadge got theirs in the fourth event, which put the Sharks out in front by two points. Mike Bast and Gene Woods came right back for the Sprockets with their first sweep, to take back the lead by two points.

The advantage stayed with the Sprockets for five more events, until Danny Becker and Randy Marsh got their clean sweep to tie up the score in the ninth event. The next two were Shark sweeps; Schwartz and Sivadge in 10, Sonny Nutter and Dave Sims in 11. Beck and Marsh pulled off four of the six points in the 12th race making a 10 point advantage for the Sharks. Then to round out a fine team half, in the 13th event for high point riders only, Mike Bast and Bruce Penhall pulled off a clean sweep, dropping their loss to just six points.

In the Handicap Events where there have been so many injuries already this season, Dave Sims was rushed to the hospital with a badly burnt left wrist. He had gone over the handlebars, hooking his foot in the throttle cable, causing the bike to jump in front of him. His arm went into the rear wheel, which was still running at full speed.

Dave is a high scorer for the Sharks, adding eight points that night. This injury will put him out for the rest of the season.

Bryan Buffington won the Division One Handicap Main and will have at least ten yards added to his starting marker the next time around. Division Two honors went to Fred Heldoorn.

San Bernardino, Sept. 1
By Jim Griffith

The Orange County Eagles, minus the talents of team captain Rick Woods, travelled to San Bernardino for the final time of the season. Woods' ability was missed as the Eagles were beaten by the Sizzlers 45-33. Top point men for the Sizzlers were Team captain Larry Shaw with 13 and 17-year-old Dennis Sigalos with 11. For the Eagles it was Bill Cody with 12 and Nor Cal transplant Alan Christian with 10.

The second division Main purse more than doubled due to the generosity of the San Bernardino fans. Taking advantage of the generosity was second division regular John Sandona. The Handicap Consolation went to The Animal, Jim Fishback.

Finishing out the evening, Fullerton's Dennis Sigalos won the Handicap Main, followed by Bryan Buffington of Orange and Wild Billy Cody.

Irwindale, Sept. 2
By Jim Griffith

Irwindale Raceway hosted the "Superbowl" of National Speedway League team racing before one of the largest crowds they've had this season (including such notables as Johnny Rutherford and A.J. Foyt). It was the final meeting this season between the league-leading Bakersfield Bandits and the second place Los Angeles Sprockets due to a last minute change in the schedule.

From the start it was obvious that this was going to be an evening to remember. Three races into the program, the Bandits led by a slim two points. At the half it was tied at 21 apiece. The results of race nine showed another tie: 27-27.

PHOTOS BY DENNIS GREENE

After race 10, the Sprockets pulled ahead for the first time of the night, 31-29, only to find themselves behind 34-32 after race 11 and then back in front 37-35 after race 12.

The lineup for number 13 looked like the final race to determine the National Champion with Steve Nutter and Dubb Ferrell for the Bandits against the Sprockets' Gene Woods and Mike Bast. The outcome gave three points to each team and was a good example of why Mike Bast is current National Champion. Bast, smooth, consistent and calculating, rode to a win followed by Dubb Ferrell, Steve Nutter and Gene Woods. Final score: The Sprockets 40 and the Bandits 38.

The second half of the program was highlighted by the unusual riding style of Tumbleweed Walton, the cheers of the Wayne Ishii fan club, the second division Main win of Dan Patterson and the outside ride of Super Bruce Penhall, looking like a runaway Roto-tiller as he won the Handicap Main by a matter of inches. ●

The Costa Mesa and Bakersfield race dates were rained out this week.

RESULTS

CMC MX Night MX Irwindale, CA Aug. 27, 1976

MINI JR
Tom Maxstadt Yam
Steve Baca Yam
John York Yam
MINI JR
Kevin Bowman Hon
Dale Dugger Yam
Darryl Lawrence Yam
MINI EX
Rick Atkins Yam
Bob Ott Yam
Mark Maxstadt Yam
100 JR
Mike Johns Yam
Jim Millard Hon
Scott Cross Suz
125 JR
Chuck Cheek Suz
John Walker Yam
Rick Huth Yam
125 JR II
Forrest Hayashi Hon
Dave Wilson Yam
Mark Stubbs Hon
125 JR III
Glenn Young Hon
Steve Williams Yam
Dave Foster Hon
125 INT
Tony de la Sota Yam
Gary Pendleton Hon
Steve Greenberg Hon
250 JR I
Dan Hilger Hus
Kevin Stiver Yam
Rick Mejia Yam
250 JR II
Brad Vandenberg Hus
Steve Jaramillo Suz
Steve Marks Suz
250 INT I
Mike Jacobs Suz
Ed Marshall Mai
Steve Marks Suz
250 INT
Tony Shculer Yam
Don Miller Suz
Gary Lunsford Mai
500 JR
Dave Servais Yam
Ron Jones Suz
Jim Millard Yam
500 INT
Frank Leal Suz
Keith Beck Mai
Dan McCord Yam
125 PRO
Gary Denton Hon
Dave Pessy Hon
John Atwood Hon
250 PRO
Jeff Vidic Mai
Val Tamietti Mai
Mark Lawrence Suz
500 PRO
Luke Messer Mai
Jim Harris Yam
Jon Miller Suz

N.M.A. Grand Nat'l. Championships Springfield, MO. Aug. 21-22, 1976

JR MINI STK (6-8)
Randy Jones I-J
Rayford Collins, Jr. Ind
Blair Hardesty Ind
JR MINI STK (9-11)
Paul Denis I-J
Sharnnon Kelly Ind
Timmy Tomaselli I-J
0-83 STK INT
John Moore Yam
Art Rollins Yam
Scott Moore Yam
0-83 STK EX (9-11)
Bryon Antonacci Yam
Ben Theriot Yam
Randy Harden Yam
0-83cc STK EX (12-16)
Brian Myerscough Yam
Mike Brown Yam
Jeff Ward Yam
MINI JR MOD
Randy Jones Ind
Todd Inzinna Hon
Robert McCaskell Hon
JR MINI MOD (9-11)
Jon Jon Belisle Hon
Timmy Tomaselli I-J
Rudy Dickerson Hon
0-83 MOD INT (12-16)
Reid Barnt Yam
Clay Cauthorn Yam
Rick Herbert Yam
0-83 MOD EX (9-11)
Mark Murphy Yam
Darin Eames Yam
Bryon Antonacci Yam
0-83 MOD EX (12-16)
Mike Brown Yam
Brian Myerscough Yam
Scott Burnworth Yam
0-105 EX (9-11)
Ben Theriot Hon
Mark Murphy Yam
Drey Dircks Yam
0-105 EX (12-16)
Brian Myerscough Yam
Randy Tysor Hon
Scott Burnworth Yam
100 EX
Shaun Kelly Yam
Keith Burkhalter Yam
David Woods Suz
125 EX
Darren Rhoten Suz
Scott Hitt Yam
Shaun Kelley Yam

SRA Speedway Ventura, CA. Aug. 24, 1976

Ventura Sharks 43
Bakersfield 35
TOP SCORERS SHARKS
Scott Sivadge 10
Bobby Schwartz 9
Sonny Nutter 8
TOP SCORERS BANDITS
Dubb Ferrell 15
Jeff Sexton 9
Steve Nutter 8
HANDICAP MAIN
Bert Harkins
Brad Oxley
Randy Marsh
DIV II MAIN
Bob Walker
Don Faulkner
Jeff Peltier

SRA Speedway San Bernardino, CA. Aug. 25, 1976

San Bernardino 47
Ventura 31
HANDICAP MAIN
Larry Kosta
Bobby Schwartz
Dean Furman
DIV II MAIN
Stan Flanders
John Sandona
Dan Klohr
TOP SCORERS SIZZLERS
Jim Fishback 13
Mike Cherry 13
Dennis Sigalos 7
TOP SCORERS SHARKS
Randy Marsh 9
Sonny Nutter 7
Bobby Schwartz 5

SRA Speedway Irwindale, CA. Aug. 26, 1976

L.A. Sprockets 49
San Bernardino 29
HANDICAP MAIN
Mark Cherry
Larry Kosta
Dennis Sigalos
DIV II MAIN
Steve Lewotsky
Don Faulkner
Dennis Stewart
TOP SCORERS SPROCKETS
Gene Woods 15
Mike Bast 15
Bruce Penhall 12
TOP SCORERS SIZZLERS
Dennis Sigalos 8
Jim Fishback 6
Ron Preston 5

SRA Speedway Costa Mesa, CA. Aug. 27, 1976

O.C. Eaagles 30
L.A. Sprockets 48
HANDICAP MAIN
Kevin MacDonald
Alan Christian
Mike Muntean
DIV II MAIN
Kurt Strommer
Grant Murray
Stu Egli
TOP SCORERS EAGLES
Alan Christian 10
Bill Cody 9
Mike Muntean 4
TOP SCORERS SPROCKETS
Mike Bast 15
Steve Columbo 9
Kevin MacDonald 7

SRA Speedway Bakersfield, CA. Aug. 28, 1976

Bakersfield 47
Orange County 31
HANDICAP MAIN
Tom Morley
Steve Nutter
Alan Christian
DIV II MAIN
John Sandona
Dan Faulkner
Mark Tracy
TOP SCORERS BANDITS
Dubb Ferrell 14
Jeff Sexton 11
Steve Nutter 9
TOP SCORERS EAGLES
Mike Muntean 11
Alan Christian 9
Bill Cody 8

Saturday MX Saddleback Park Aug. 28, 1976 By Danny Raymond

125 PRO
Mark Tyer T&M
Arden Hadley Hon
Lance Moorewood Suz
250 PRO
Jeff Vidic Mai
Steve Rhyan C-A
Andy Kirker Hus
OPEN PRO
Steve Russell Mai
Jack Hazzard Suz
Steve Montaque Yam
250 INT
K. Kirschenmann Suz
Ric House Suz
Wayne Smith Mai
125 INT
Rob Dameron Yam
OPEN INT
Steve Gaiea KTM
Mike Lamel Mai
125 JR
Henery Villoch Suz
Dean Howard Suz
Jim Tariatino Hon
250 JR
Greg Borg Suz
Dan Burknart Mai
Randy Retnhard Mai
OPEN JR
Steve Davis Hus
Craig Fretwell Hus
250 BEG
Don Glover Yam
Jeff Hamblin Suz
Don Wiley Yam
OPEN BEG
Jim Richardson Bul
Rusty Delling Hus
125 BEG
Dee Tryon Hon
Matt Nelson Hon
Robert Green Hon
100 INT
Lee Webster Yam
Mark Todd Hon
100 EX
Gregg Toyama FMF
Malcolm McCassey FMF

DRA Team Race Calif. City, CA. Aug. 29, 1976 Unofficial Results By Dale Brown

OVERALL AM/EX
Cordis Brooks/ Tom Kelly Bul KTM
Tom Schell/ Monte Lee Suz Yam
Bill Conroy/ Dave Wood Yam
Dean Kirk/ Mike Cole (A) Hus
Gordon Schmid/ Ramon Lowe (SR) Yam
Dean Miller/ Tony Steffins Yam
Tim Plant/ Rick Muller DMG
Jack Orndoff/ John McDowell Hus
Jim Artz/ Pat McEvoy Yam
NOV OVERALL
Tom Phillips/ Tim Phillips KTM Hus
Eddie Smith/ Tom Mattox Yam
Richard Round/ Joe Rayle Yam Hon
Kent Perkins/ Kirk Perkins Hon Yam
BEG OVERALL
Terry Williams/ Riley Duncan Yam Suz
Lee Chapin/ Paul Baker Yam Mon
Bill VanderByl/ Paul VanderBly Hus
Douglas Williams/ John Peterson Hus Yam
PP NOV
Michele Griffin/ Lori Farmer Hus
Winona Richardson/ Debbie Duncan Hus Suz
PP BEG
Jennifer Wilson/ Lisa Monson Hon Yam
MINI
Kelly Kline/ Donnie Morrison Yam

CMC MX Orange, CA. Aug. 29, 1976 By Patti Trotter

MINI EX
Rick Atkins Yam
Bob Ott FMF
Darel Francis Yam
MINI JR
Ed Gieselman Yam
Alan Seeley Yam
Mike Bonner Yam
100 JR
Ted Hoyt Yam
125 PRO
Bruce McDougal T&M
Cliff Lett FMF
Jim Doman Hon
125 INT
Ritchie Kawana MM
Dave Burgess FMF
Robert Evans Hon
125 JR I
Robert Green Hon
Joaquin Picazo Yam
Joe Crozer DG
125 JR II
Keith Doege Suz
Mike Lyons Hon
Bill Snead Hon
250 PRO
Val Tamietti Mai
John Smith Suz
Scott Mongomery Suz
250 INT
Rocky McKee MCA
Kelly Saulie Mai
Steve Zoumaris Suz
250 JR
Marc Haulliburton KTM
Ray Cates SS
Jeff Feinberg Mai
500 PRO
Jon Derhammer Mon
Mike Bell Hon
Marth Moates Suz
500 INT
Fritz Schljegel CZ
Dale McKenney Bul
ARt McClain CZ
500 JR
Ron Jones Suz
Mark Moser Mai
Mark Jarrell Hus

Startup MX Startup, Wash. Aug. 15, 1976 By Esther McAllister

OPEN A
Gary Carter Bul
Mark Hopkins M-V
250 A
Tim Sullivan Mai
Mark Hopkins Yam
Jeff Hansen Suz
125 A
Duane Bowen Hon
Brian Sessions KTM
Scott Cameron Hon
OPEN B
Mike Doherty Mai
Brian Rau Suz
Larry Stewart Suz
250 B
Bob Hurless Kaw
Mike Hayes Suz
Tord Kurthy Hus
125 B
Chris Gray Suz
Steve Houlbjerg Suz
Randy Moisant KTM
100 B
Mark Adamson Suz
Steve Maitre Yam
Mark Barber Suz
MINI B
Shane Spence Yam
David Holloway Yam
Scott Koch Hon

AMA Amateur Qualifier Ponca City, OK. Aug. 22, 1976 By Jack Harwood

125cc
Frank Martin
Galen Sizemore
John Day
Steve McMurtrey
Joe Popp
Kenneth Gibbons
Jimmy Bagwell
Gary Bowman
Dave Crusciel
Ed Huebner
250cc
David Lahey
Ricky Sanders
Richard Hird
Chip Day
Lance Dudley
Randy Allenbrand
Gene Reeves
Nick Sunday
Truitt Rogers
David Payne
OPEN
Brian Layton
Charles Lee
Tony McGugan
Matt Sauerwein
Walter Stewart
Rick Harris
Robert McQuary
Jim Meek
James Strickland
Neal Beaudoin

National Amateur MX Standings Semi-Finals By Jack Harwood

125cc
Galen Sizemore 32
Gary Bowman 27
John Day 24
Kenny Gibbons, Jr. 22
Steve McMurtrey 21
Frank Martin 20
Jimmy Bagwell 15
Joe Popp 10
Dale Goff 9
Paul Williams 8
Tommy Peace 7
Dave Crusciel 7
Mark Peters 6
250cc
Richard Hird 33
David Lahey 29
Gene Reeves 21
Chip Day 19
Rick Weaver 16
Truitt Rogers 16
Ricky Sanders 16
Jim Fanning 11
David Payne 11
Lance Dudley 10
Nick Sunday, Jr. 9
Randy Allenbrand 9
Gregory Spillman 8
OPEN
Charles Lee 36
Matt Sauerwein 27
Anthony McGugan 22
Brian Layton 20
Robert McQuary 19
Leonard Wulke 13
James Strickland 13
Jim Meek 13
Rich Harris 13
Walter Stewart 12
Jerry Fanning 11
Danny Riddle 8
Doug Fisher 5

Ute Cup 1976 Maysville, Colo. Aug. 22 & 23, 1976 By Team Turtle

Doug Bradbury Bul
Pat Grimes Bul
Dave Burk, Jr. Bul
Bill Schaaf Kaw
Morgan Kavanaugh Bul
Greg Sturm Bul
Gary Baughman Hon
Jim Walt Yam
Mike Stokes Bul
Mark Webb Bul
Dale Higginbotham Bul
Kevin Walker Hon

Fremont MX Fremont, CA. Aug. 19, 1976 By Steve Castillo

100 JR
Kent Woods Suz
Jeff Lofano Suz
Alan Ferrerlin Suz
WOMENS DIV
Vivian Curtis Hon
WOMENS EX
Sue Wood Hon
OLD TIMERS
Bob Porter Hus
Gary Arnold Yam
VETS
Gary Jacques Suz
Rich Lokke Hon
Rich Schilling Mai
MINI JR
Shawn Hantz Hon
Corey Olmey Hon
Darin Sheridan Yam
MINI EX
Rubin Villarreal Yam
125 INT
Bruce Reasoner Hon
Mark Olund Yam
Zachary Fust Hon
125 JR DIV I
Bart Carrigan FMF
Dennis Stolp Yam
Brian Thompson —
125 JR DIV II
Kent Woods Suz
Mike Person Hon
Greg Arnold Hon
125 JR DIV III
Jeff Lofano Suz
Kevin Broivlf Suz
Gary Flaming Yam
125 JR DIV IV
Gerry Woodall Suz
Tim Smith Suz
Chris Ward Yam
250 JR DIV I
Gary Arnold Suz
Phil Zemaitis Mai
Pete Conner Suz
250 JR INT
Larry Wosick Hus
Brian Olund Yam
Pat Smythe Oss
250 JR DIV II
Ed Baker Suz
Bob Vancmap CZ
Steve Hamblin Mon
250 JR DIV III
Jerome Heiberger Suz
John Saggau Suz
Bill Bisel Suz
OPEN INT
Tim Alarcon KTM
DAve Morgen Hus
Fred Bellman Hus
OPEN JR
Greg Douglas Suz
Gary Jacques Suz
Bob Van Camp CZ
125 PRO
Mike Preston Suz
Jeff Leever Hon
Phil Crane Suz
250 PRO
Kipp Classen KTM
Phil Crane Suz
Phil Dougals Hus
500 PRO
Wes Elrod MV
Dick Wilson CZ
Rory Rundle KTM

CMC Cycleland ST Chico, CA. Aug. 21, 1976 By Patty Piston

100 JR
Joey Jaconetti Yam
Jim Conger Yam
EX SEMI PRO
Chris Sauer Yam
Jim Hubbard Yam
Lowell Moural Bul
125 JR
Pete Upton Suz
Joey Jaconetti Yam
Bob Boeller Yam
200 JR
Tom Gutzman Bul
Larry Weik Bul
Doug Reiswig Bul
250 JR
Daryn Spies Yam
Bob Gibson Bul
Joe Karakas Suz
360 JR
Dick Hiatt Bul
John Guy Yam
Bob DeFehr H-D
200 INT
Mike McKee Yam
Leon Fowler Bul
250 INT
Paul Martin Bul
Dave Nakao Bul
Maurice Merrill Bul
250 EX
Lowell Mourel Bul
Jim Hubbard Yam
Mike Hall Bul
360 EX
Dick Turner Yam
80 MINI HANDI
Mike Cagle Yam
Bobby Thomas Yam
George Cummins Yam
100 MINI HANDI
Jeff Valentine Yam
Troy Cummings Suz
Dirck Sauer Yam

Cycle Haven MX Long Beach, CA. Aug. 22, 1976 By Royce Ziegler

OPEN CLASS
Jon Glaubitz Bul
Robert Ottow Mai
William Misener Yam
PRO
Jason Yodogawa DMG
Dana Slater DMG
Bill McFarland Hon
250 INT
David Messimer Suz
Ed Marshan M&M
Robert Ottow Mai
250 JR
Kevin McLaughlin Yam
Bob Urzua Suz
Tim Watanabe Suz
250 BEG
Wayne Nagata Hon
Bob Fortelny Yam
Scott Brightman Pen
125 JR
David Perez Hon
Yandell Bishop Hon
Terry Samudio Yam
125 INT
Angel Montoya Yam
125 BEG DIV 1
Wade Goya Suz
Gilbert Valdez Yam
Tom Miller Yam
125 BEG DIV 2
Dean Slaterr Hon
Steven Brewer Hon
Stu Ackley Yam
100 EXP
Bill Grisham Hod
100 INT
Doug Martin Hod
100 BEG
Tim Payette Yam
Tom Bridgeford Yam
Nick AcAckley Yam
MINI EXP
Mark Maxstadt Yam
Gary Goforth DMG
MINI INT
Allan Kent Yam
MINI JR
Tom Maxstadt Yam
Robert Grant Yam
MINI BEG DIV 1
Art Lopez Hon
Dave Harris Yam
Joe Mastroluca Hon
MINI BEG DIV 2
Steve Bainter Yam
Raymond Hernandez Hon
Sean Birmingham Hon
MINI INT
Kenny Roberts Yam

T.T. Scramblers Elsinore Raceway Aug. 21, 1976 By Andi Gangewer

MINI BEG
Tom Wilson Yam
Chris Sparks Yam
MINI NOV
Mike Redding Yam
Brian Corso Hon
Jeff Corso Yam
MINI AM EXP
Ben Meyer Yam
Jeff Eary Yam
Jim Snow —
100 BEG NOV
Bill Urist —
Eugene Brown Yam
Jim Snow Yam
125 BEG
Steve Plunkett Suz
James McGowan Yam
Robert Myers Yam
250 BEG
Steve Peck Yam
Stann Stanks Yam
Brian Stine Hon
125 NOV AM EXP
Steve Griffith Yam
Rick Blankenship Kaw
Ben Meyers Yam
250 NOV
Greg White Suz
David Cote Yam
Terry Williams Mon
OPEN NOV
Joe Trailkill Tri
Joel Windham Yam
Arvil Sparks Yam
250 AM
Jack Smith Bul
Mike DeBruyn Yam
Larry McCaul Bul
250EXP
Rich Volk Yam
Larry Bird —
Garry Smith Bul
OPEN AM EXP
Gary Smith Yam
Doug Hannon Bul
Billy Hicks Kaw
SPEC NOV EXP
Rich Volk Yam
Billy Hicks —
Robert Young Hon

D-37 EuroScrams Buzzards MC Aug. 29, 1976 By Dick Kay

HEAVYWEIGHT EX
Mitch Mayes Hus
D. Dawson KTM
E. Zard Yam
HEAVYWEIGHT AM
G. Rowden Yam
E. Ogden Yam
HEAVYWEIGHT NOV
Keith Smith Yam
J. Child Yam
J. Schumaker KTM
LIGHTWEIGHT II EX
A. Klien Yam
R. Genkins Yam
C. Green Yam
LIGHTWEIGHT AM
J. Robertson KTM
B. West Oss
C. Denton Hon
NOV
C. Bollinger Yam
E. Gettis Yam
G. Jones Yam
WOMEN
Trudy Beck Yam
Dawn Grant Hus
Graziano Yam
K. Wiseman Hon
TRAILBIKE EX
C. Hammill Yam
J. Lockhart Yam
D. Kelsey Yam
TRAIL AM
R. Blaile Yam
K. Larson Yam
K. Dodd Hon
TRAIL NOV
F. Thompson Yam
R. Guilbleau Yam
T. Corum Yam
LIGHTWEIGHT I EX
B. Rutten Hus
B. Wallingsford Hus
B. Wright Hus
LIGHTWEIGHT I AM
T. Fitzpatrick Hus
J. Wisman Bul
M. Thorpe Yam
LIGHTWEIGHT I NOV
S. Spregle Yam
J. Gaetz Yam
B. Smith Bul
SENIOR
Smokebomb Gaetz
Art Knapp
Luce
Jack Myrick
L. Elias
B. Ogden
B. Campbell
BEGINNER
B. Cappiello Yam
M. Lewellyn Yam
B. Carter Hus

RESULTS

Can Am Series Qualifiers
Dirk Bike Productions
Aug. 22, 1976

125cc Class
1. Butch Darling
2. Chalma Roberts
3. Joe Santich
4. Sherwood Hall
5. Rod Brand
6. Jerry Brown
7. Steve Bartley
8. Tyrone Brown
9. Ron Bowman
10. Jack Clawson
11. Glen Ewing
12. Joe Kehoe
13. Ken Bates
14. Rick Kehoe

250cc
1. Scott Karl
2. Jim Lesnienski
3. Robbie Brand
4. Allen Berluti
5. Jim Martin
6. Tim Walker
7. Phil Taylor
8. Fred Grieco
9. Gene McKenzie
10. Arnold Pinat
11. Ed Gonzales
12. Dave Cox
13. Dan Draneman

OPEN CLASS
1. David Czerwinski
2. Ken Sissler
3. Delano Becker
4. Chuck Pettigrew
5. Joe Duncan
6. Allen Hunter
7. Carl Nelson
8. Tim Barlow
9. Andy Boslander
10. Wayne Allen
11. John Rice
12. Tom Rice
13. Terry Hicks
14. Allen Stinebaugh

Can Am MX Area Qualifier
Okahoma
Aug. 22, 1976

125
1. Frank Martin
2. Galen Sizemore
3. John Day
4. Steve McMurtrey
5. Joe Popp
6. Ken Gibbons
7. Jim Bagwell
8. Gary Bowman
9. Dave Chrusciel
10. Ed Huebner
11. Rick Place
12. Tom Place
13. Louis Garria
14. Craig Johnston

250 CLASS
1. David Lahey
2. Ricky Saunders
3. Richard Hird
4. Chip Day
5. Lance Dudley
6. Randy Allenbrand
7. Gene Reeves
8. Mich Sundry
9. Truitt Rogers
10. David Payne
11. Keith Mathis
12. Brian McGee

OPEN CLASS
1. Brian Layton
2. Charles Lee
3. Tony McGugan
4. Matt Souerwein
5. Walter Stewart
6. Rick Harris
7. Robert McQuary
8. Jim Meek
9. Jim Strickland
10. Neal Beaudoin
11. Rod Widman
12. Clay Turner
13. Louis Moffatt
14. Jerry Fannings
15. Stan Fech

Can Am MX Area Qualifier
Colorado Dirt Riders
Aug. 22, 1976

250
1. Jack Todd
2. Dave Detrick
3. Ray Geist
4. Steve Elgard
5. Ray Bolte
6. Terry Kappelmann
7. Stan Rowlands
8. Kennan Greseth
9. Bobbie Cox
10. Mark Woodward
11. Steve Booth
12. Kurt Hildebrand
13. David Bergeron

125 CLASS
11. Mike Loeffler
2. David Anthony
3. Jay Rice
4. Mike Knupp

OPEN CLASS
1. Pete Parmedy
2. Tom Berry
3. Charles Geist
4. Kevin Pluger
5. James Guinn
6. Randy Luitgens
7. Tom Wilson
8. Mart Bortman

Saturday MX
Saddleback, CA.
Sept. 4, 1976
By Danny Raymond

125 PRO	
Warren Reid	Hon
Tag Turner	Hon
Ken Ehlers	Hon
250 PRO	
Bob Elliott	Suz
Jeff Vidic	Mai
Mike Bell	Hus
500 PRO	
Gaylon Mosier	Mai
Richard Eierstedt	Hon
Joe Suebret	Suz
250 BEG	
Brian Mathews	Yam
Doug Vanderhock	Mai
Ken Koler	Hon
250 JR	
Gary Gonzales	Mai
Greg Berg	Suz
Lori Watson	Suz
OPEN BEG	
Jim Richardson	Bul
Rusty Delling	Hus
OPEN JR	
Steve DeKeyrel	Mai
Glen King	Kaw
Steve Davis	Hus
125 JR	
Dean Howard	Suz
Allan Sive	Yam
Tommy Browne	Hon
125 BEG	
Matt Nelson	Hon
Ken Ehr	Hon
Pete Longosardi	Hon
100 BEG	
Kevin Collins	Yam
Marc Berg	Suz
MINI BEG	
Troy Drake	Yam
250 INT	
Rick Housel	Suz
Jeff Lewey	Suz
Wayne Smith	Mai
125 INT	
Robert Evans	Hon
Rick Munyon	Hon
Mike Monaghan	Hon

CMC MX
Orange, CA.
Sept. 5, 1976
By Patti Trotter

MINI EX	
Ronnie Pinheird	Yam
Andy Orescanin	MCS
Dede Cates	Yam
MINI JR	
Mike Bonner	Yam
100 JR	
Bernard Lehn	Suz
125 PRO	
Warren Reid	FMF
Gary Denton	DG
Bruce McDougal	T&M
125 INT	
Mike Loper	Hon
Kevin Harlow	DG
Ross Thompson	TT
125 JR DIV I	
Bill Snead	Hon
Bill Myers	Suz
Hawyard Flynt	Yam
125 JR DIV II	
Keith Doege	Suz
Craig Dale	Car
Ed Tobias	Hon
250 PRO	
John Smith	Suz
Ron Turner	T&M
Mike Bell	Hus
250 INT	
Ted Vandenraadt	Yam
Gary Truesdill	Suz
Kelly Saulie	Mai
250 JR DIV I	
Dean Adkins	KTM
Bud Anderson	Suz
Daniel McKinley	Mai
250 JR DIV II	
Robert Casper	Suz
Mark Lohrback	Bul
Jon Henitt	Suz
500 PRO	
Jeff Foland	KTM
Jim Lowe	Hon
Gene Martin	Mai
500 INT	
Fritz Schlegal	CZ
Doug Boyd	Suz
Johnny Barr	Suz
500 JR	
Bill Smith	Suz
Jim Howard	Yam
Perry Perse	Mai

Invader Bicentennial GP
Phelan, CA.
September 4 & 5, 1976
By Brian Klock

0-100 NOV	
Frank Thomas	Yam
Ray Guilbeau	Yam
Stirling Hopson	Hod
101-175 NOV	
Mike Bierman	Yam
Dan LeFebure	Suz
Jeff Mendenhall	Yam
176-250 NOV	
Tom Watson	Hus
John Mittendorf	Suz
Paul Valente	Hus
251-OPEN NOV	
Keith Smith	Yam
Robert Carroll	Yam
E.A. Nemecek	CZ
0-175 AM	
Curt Jensen	C-A
No. 561	—
Np. 507	—
0-175 EX	
Danny Sanchez	KTM
James Brown	Yam
James Vincent	Hus
716-250 AM	
Russ Jones	Hon
Nate Sciacqua	Yam
Rodger Flaming	C-A
176-250 EX	
Bruce Ogilvie	H-D
Bob Rutten	Hus
Andy Kirker	Hus
251-OPEN AM	
Don Thordarson	Yam
Charles Beck	Suz
251-OPEN EX	
Mitch Mayes	Hus
Chuck Pettigrew	Mai
Mike Edmonson	Yam
SENIORS	
John Rice	400 KTM
George Walke	250 C-A
Jack Froelich	250 Yam
Bruce Lewellyn	400 Yam
Charlie Morris	450 M-V
Dawn Grant	175 Hus
C. Stockton	250 Bul

Corona ST & HM
Corona, CA.
Aug. 25, 1976
By Elaine Jones

SHORT TRACK	
MINI DIV I	
Bobby Garabedian	Yam
Ken McIntrie	Hon
Mike Knoefler	Hon
MINI DIV II	
Randy Headley	Hon
Brad Roach	Yam
Charlie Taylor	Hon
125 NOV	
John Casey	Yam
Brad Bates	Hon
Ty Cline	H-D
125 AM	
Terry McCreery	Kaw
Brian Burch	Yam
John Silva	Kaw
250 NOV	
Mark Butler	Bul
Mike DeBruyn	Yam
Cal Wangrud	Yam
250 AM	
Scott Thurlow	Hon
Bret Stadel	Yam
250 EX	
Al Glover	Yam
Joe Steffen	Yam
Charles Petty	Bul
OPEN NOV	
Bob Bell	Tri
Allen Swett	Hon
Dennis Pinheiro	Suz
OPEN AM	
Jim Roach	Yam
Dave Peters	Tri
Gary Smith	Yam
OPEN EX	
Dave Johnson	Yam
Charles Petty	Yam
Artie Nay	Kaw
HALF MILE	
MINI DIV I	
Bobby Garabedian	Yam
Ken McIntrie	Hon
Mike Knoefler	Hon
MINI DIV II	
Charlie Taylor	Hon
Brad Roach	Yam
125 NOV	
Tom Headley	Yam
Ty Cline	H-D
Mike Murray	Kaw
125 AM	
Terry McCreery	Kaw
Brian Burch	Yam
John Silva	Kaw
250 NOV	
Mike DeBruyn	Yam
Mark Butler	Bul
Robert Ray	Yam
250 AM	
Jim Beck	Yam
Cliff Whetstone	Yam
250 EX	
Joe Steffen	Yam
Dylan Neihart	Yam
Danny Perkins	Yam
OPEN AM	
Dave Peters	Tri
John Karns, Jr.	H-D
Gary Smith	—

DRA Silver Cup
Calif. City, CA.
Sept. 4, 1976
By Dale Brown

TOP TEN	
Bob Balentine	KTM
Tom Kelly	KTM
Tom Schell	Suz
Morgan Malocco	Yam
Monte Lee	Yam
Brad Henson	Yam
Gordon Schmid	Yam
Tom Mattox	Yam
Tim Plant	DMG
Monty Lee	KTM

D-37 TT
Perris, CA.
Aug. 22, 1976
By Andi Gangewer

MINI COMB	
Chris Cannon	Yam
Bobby Garabedian	Yam
Michael Sharp	Yam
125 NOV	
Steve Griffith	Yam
Mark Ledbetter	Yam
Brian Burch	Yam
125 AM EXP	
Mike Tidwell	Yam
Steve Polson	Yam
Duane Gallager	Yam
250 NOV	
Joe Steffen	Yam
Jack Smith	Bul
Scott Thurlow	Hon
250AM	
Dorothy Rowe	Yam
Mark Cain	Bul
Dylan Neihart	Yam
250 EXP	
Wayne Rainey	Yam
Eddie Beeson	Yam
Larry Bird	Mon
500-OPEN NOV	
Mike McCanley	Bul
Robert Schoenaum	Bul
Carl Pfetzing	Yam

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

Desert Fox M.C. Trophies for European Scrambles are available at District 37 Desert Races thru 9-12-76. After, pickup trophies at Twin-R-Trophy (213) 945-3953. (34/3x)

At last The Sled-Riders Trophy — will be available at Dist. 37 desert races — fo the next 3 weeks — after that at (714) 530-1827 evenings. (36/3x)

500AM	
Gary Smith	Yam
Jim Reddinng	Yam
David Reinhardt	Yam
350-500 EXP	
Don Grigsby	Yam
Mark Reichart	Yam
Rex Hailey	Yam
OPEN AM EXP	
Don Frauenberger	Yam
Robert Sanders	Yam
Steve Miller	Yam

DRA Hare Desert Scrambles
Cal. City, CA.
Sept. 5, 1976
By Dale Brown
Unofficial Results

OPEN EX	
Bob Balentine	KTM
Jim Artz	Yam
Pat McEvoy	Yam
OPEN AM	
Tim Edmunson	Yam
Tony Harris	Yam
Chuck Fowler	Yam
OPEN NOV	
Doug Hurt	Yam
Bill Sanchez	Suz
Greg Kammerman	Yam
OPEN BEG	
Frank Arciero, Jr.	KTM
Hans Hiatt	Yam
Steve Saffried	Yam
250 EX	
Tom Kelly	KTM
Tom Schell	Suz
Phil Stumbo	CZ
250 AM	
Steve Bigler	Yam
Ralph Griffin	KTM
250 NOV	
Doug Beisner	Suz
Tim Phillips	Hus
Tim Nething	Hus
250 BEG	
John Basso	Yam
Rick Vaughn	Yam
Bill VanderByl	Hus
0-200 EX	
Tim Plant	DMG
Brad Hensen	Yam
0-200 AM	
Lenny Upp	Yam
Bill Walters	Hus
0-200 NOV	
Kent Perkins	Hon
Steve Grenke	Yam
Darren Pritchett	Yam
0-200 BEG	
Mike Sitton	Yam
Shane Gray	Yam
Charles Hubble	Suz
SR EX	
Gordon Schmid	Yam
Gus Paull	Yam
SR AM	
Don Lockridge	Yam
SR NOV	
Otis Cecil	Kaw
Don Woolridge	Yam
LaVern Garton	Suz
SR BEG	
Ray Bonham	Yam
T.L. Brookshire	Yam
Richard Hurt	Yam
PP NOV	
Leslie Klug	Hon
Lori Farmer	C-A
Winona Richardson	Hus
PP BEG	
Susan Goade	Pen
Lisa Monson	Yam
MINI	
Donnie Morrison	Yam
Kelly Kline	Yam

AMC Carlsbad
Carlsbad, CA.
By Mike Yada

500 PRO	
John Petty	Mai
Kevin Nevinger	Yam
John Baricevic	Yam
250 PRO	
Steve Blackman	Bul
Mike McGowen	Hus
Steve Rawson	Suz
125 PRO	
Bobby Jones	CH
Brian Myerscough	Yam
Jeff Ward	Hon
500 INT	
David Biddlecom	Suz
Chuck Ball	Yam
Jim Beltnick	Mai
500 JR	
Tim McCoskill	Suz
John Miley	Mai
Dave Bond	Yam
500 BEG	
Jim Dunn	Suz
Rick Davis	Suz
Earl McFrederick	Suz
250 INT	
Jim Hanley	Mai
Ed Seeber	Suz
Erk Latral	Yam
250 JR	
Danny Fowler	Mai
David Swanberg	Yam
Bob McCarty	Suz
250 BEG	
Scott Gardner	Suz
David Mugent	Bul
Jamie Brodie	CZ
125 INT	
Jim Buton	Suz
Michael Landegent	Yam
Joaquin Picazo	Yam
125 JR	
Dave Renta	Suz
Brent Battin	Hon
Carl Paulson	C-Fi
125 BEG	
Doug Shane	FMF
Jus Farqiar	Hon
Craig Infild	PBH
100 EX	
Lance Moorewood	Yam
Jeff Ward	Hon
Dan Trant	Hon
100 BEG	
Matt Hope	Hon
Dan Worley	PSE
Kevin Collins	Yam
MINI EX	
Mike Toycen	RR
MINI INT	
Curtis Qualls	Yam
Bobby Doyle	Q&E
MINI JR	
Jeff Qualls	Yam
Gerry Ravelo	—
Tom Gibson	YZ
MINI BEG	
Rick Silva	Yam
Taylor Marcell	Kaw
Carry Fowler	Yam

SRA Speedway
Ventura, CA.
Aug. 31, 1976

Ventura Sharks	42
Los Angeles	36
HANDICAP MAIN	
Bryan Buffington	
Craig Schaefer	
Tom Ferris	
DIV II MAIN	
Fred Heldoorn	
Dennis Stewart	
Steve Lewotsky	
TOP SCORERS SHARKS	
Bobby Schwartz	11
Dave Sims	8
Randy Marsh	8
SPROCKETS TOP SCORERS	
Bruce Penhall	10
Mike Bast	10
Gene Woods	7

SRA Speedway
San Bernardino, CA.
Sept. 1, 1976

San Bernardino	45
Orange County	33
HANDICAP MAIN	
Dennis Sigalos	
Bryan Buffington	

SRA TEAM

Speedway League Standing

National Speedway League Team Standings
as of August 30, 1976

TEAMS	W	L	Pct.	Matches Back
Bakersfield Bandits	26	9	.742	—
Los Angeles Sprockets	23	12	.657	3
Ventura Sharks	16	20	.444	10½
San Bernardino Sizzlers	12	22	.353	13½
Orange County Eagles	10	24	.294	15½

LEADING SCORERS

Name	Matches	Rides	Pts. Total	Average
1. Mike Bast, L. A.	35	173	473	13.51
2. Bruce Penhall, L. A.	35	166	410	11.71
3. Dubb Ferrell, Bak.	35	168	399	11.40
4. Jeff Sexton, Bak.	35	161	350	10.00
5. Jim Fishback, S. B.	28	129	271	9.67
6. Steve Nutter, Bak.	34	154	323	9.50
7. Bobby Schwartz, Ven.	36	166	331	9.19
8. Bill Cody, O. C.	34	156	310	9.11
9. Rick Woods, O. C.	29	131	261	9.00
10. Mark Cherry, S. B.	32	145	284	8.87

Bill Cody
DIV II MAIN
John Sandova
Stan Flanders
Grant Murray
TOP SCORERS SIZZLERS
Larry Shaw 13
Dennis Sigalos 10
Mark Cherry 7
TOP SCORERS EAGLES
Alan Christian 10
Bill Cody 10
Bill Meister 4

SRA Speedway
Irwindale, CA.
Sept. 2, 1976

LA Sprockets 40
Bakersfield 38
HANDICAP MAIN
Bruce Penhall
Bert Harkins
Louis Lindwall
DIV II MAIN
Dan Patterson
Greg Wilhite
Steve Lewotsky
TOP SCORERS
SPROCKETS
Mike Bast 12
Gene Woods 11
Bruce Penhall 10
TOP SCORERS BANDITS
Dubb Ferrell 10
Steve Nutter 10
Bert Harkins 6

Las Vegas MX
Las Vegas, Nev.
Aug. 1, 1976

Casey Underwood Yam
Cal Wachtel RM
100 AM
James Tobin RM
Mike Newell Yam
Ben Brown RM
100 NOV
Charlie Walsh Yam
Curt Walker, Sr. Hon
Billy Dantos Yam
125 NOV
David Gale RM
Kevin Ramsey Hon
Bruce Thetford Hon
125 BEG
Steve Kipe Hon
OVER 30-40
Floyd Dunn Mai
Erwin Golden EGS
Fonville Kelly C-A
125 EX
Eric Elizondo Hon
Glen Munyan DG
Tim Bowman TM
125 AM
Terry Thomas Hon
Virgil O'Neal, Jr. Suz
Larry Lauer Suz
250 EX
Rick Polson Suz
Manual Diaz Mai
Kenny Krumme LMS
250 AM
Art Lanier RM
DAve Sullins Suz
Brian Mallory Suz
250 NOV
Jim Lawlor Oss
Bill Williams Suz
500 EX
Randy Finch CZ
Ed Price Suz
John VanHoove Mai
500 NOV AM
Rick Biddle Hus
Russ Maxfield WR
MINI BEG 80
Richard Hudgens YZ
Hugo Ramos YZ
Ronnie Ramsey YZ
MINI BEG 60
Danny Jones Kaw
Doris Jones Hon
MINI EX
Marv Chapman Yam
Steve Sandbakken Yam
Rick Herbert Yam
MINI AM
Tommy Jacobson YZ
Johner Kight MBS
Rick Angelo YZ
MINI NOV
Keith Underwood YZ
Robbie Wendt YZ
David Saxton YZ

TT Scrambles
Elsinore, Calif.
Aug. 14, 1976
By Andi Gangewer

MINI BEG
Chris White Yam
Manuel McGarrity Yam
Steve Rose —
MINI NOV
Mike Redding Yam
Martin Wythoff Yam
Jeff Corso Yam
MINI AM/EX
Chris Cannon Yam
Jim Snow —
Dale Dugger Yam
100 BEG/NOV
Ronnie Evans Yam
Bill Urist Kaw
Les Hartries Yam
125 BEG
Chris Collins Hon
Bill Moon Hod
Clayton Taylor Yam
250 BEG
Rick Blankenship —
David Cote Yam
Barry Brein Yam
125 NOV
Biswa Wythoff Yam
Rick Blankenship Kaw
Chris Chandler —
250 NOV
Fred Parker Yam
Bryan Thibedeaux Yam
Dale Adcock —
OPEN NOV
Jeff Jackson Mai
Orlando Lamboy Yam
Gene Chandler —
SPEC NOV
Bobby Morse Yam
Norton Graham —
Dale Adcock —
125 AM/EX
Steve Griffith Yam
Steve Karsten Yam
Brian Burch YZ
250 AM/EX
Dorothy Rowe Yam
Joe Steffen Yam
OPEN AM
Dylan Neihart —
Pat Dobbins —
Earl Parker —

Saddleback MX
Orange, Cal.
Aug. 14, 1976
By Michelle

125 EX
Arden Hadley Hon
Pete Wanket Hon
Kurt Sofka Yam
250 EX
Jeff Vidic Mai
Steve Rhyan C-A
John Hateley KTM
OPEN EX
Steve Russell Mai
Luke Messer Mai
David Gerig Suz
125 INT
Dan Mcleod MM
Marvin Scott Suz
Ray Cunningham Yam
125 JR
Ken Power Suz
Bill Olsen Suz
Bruce Dire Suz
125 BEG
Randy Parker Yam
Greg Burgeson Suz
Tim Tope Yam
250 INT
Ken Morgan Yam
Frank Bua Mai
Kym Kirschenman Suz
250 JR
Tom Daversa Mai
Gary Gonzales Mai
P. Orecanin Suz
250 BEG
Jeff Arzouman Suz
Don Glover Yam
Jeff Hamblin Suz
OPEN INT
Steve Galea KTM
George Varnen Suz
Mike Hamel Mai
OPEN JR
Warren Wright Mai
Jim Sponseller Yam
Mike Gordeau KTM
OPEN BEG
Chuck Gregersen Suz
John Hardy Yam
Bob Monts Yam
100 BEG
Steve Byrd Suz
Gregg Caughey Hod
Andy Jefferson Suz
MINI INT
Bobby Doyle D&F
MINI BEG
John Galea Yam
Dee Tyron, Jr. Hon
Doug Cunningham Yam

Perris ST & TT
Perris, Cal.
July 23, 1976
By Carolyn Graves

SHORT TRACK
100
Kirk Johnson Yam
Benjie Meyer Yam
Mike Kirby Yam
125
Danny Moore Kaw
Donald Keeling Yam
Benjie Meyer Yam
250
John Sperry Suz
Tom Clark Bul
Dylan Neihart Yam
OPEN
Shawn Leipold Hon
Devon Sowell Tri
Pat Dobbins Tri
TT
100
Kirk Johnson Yam
Benjie Meyer Yam
Mike Kirby Yam
125
Charles Carroll Yam
Danny Moore Kaw
Kirk Johnson Hon
250 NOV
Gary Smith Bul
Mike Geraghty Yam
Robby Milla Yam
250 AM/EX
John Sperry Suz
Dylan Neihart Yam
Donald Keeling Yam
OPEN NOV
Robert Cowan Yam
Vic Hensley Yam
Steve Rose Yam
OPEN AM/EX
Dave Johnson Yam
Devon Sowell Yam
Pat Dobbins Tri

Valley Racing Assoc.
Gold Plate Standings
Thru July 31, 1976

Dennis Spence 108
Kim Jorgensen 107
Alex Jorgensen 77

AMC MX
De Anza Cycle Park
Sunnymead, CA.
Aug. 15, 1976
By Rex Reese

MINI BEG
Chick Greeson Hon
Jonathan Mulvey Yam
Peter Meshkott Yam
MINI JR
Curtis Qualls Yam
Jeff Qualls Yam
MINI PRO
Dallas Rebello Yam
100 BEG
Tom Bridgeford Yam
100 JR
Rich Maebe Yam
Mark Lainkjaen Suz
125 BEG
Radd Wallace Yam
Vance Qualls Hon
David Roberts Hon
125 JR
Mark Lainkjaen Suz
Steve Arnold Suz
Tim Hoole Suz
125 INT
Mike Shea Yam
Denny McDougal Yam
Mike O'Neal Suz
125 PRO
Arden Hadley Hon
Scott Sheedy Hon
Kurt Sofka Yam
250 BEG
Alan Painter CZ
Mike LeClair Suz
Danny Torres Suz
250 JR
Jeff Fainberg Mai
Ken Carments Hus
Darryl Lumlattis Bul
250 INT
Kim Palmer Suz
Jody Wyechi Mai
Corky Stevens Yam
250 PRO
Steve Rhyan C-A
Doug McGowen Mon
Brad Sherrill Suz
OPEN INT
Steve Ryan Bul
Michael Halbersted Hus
David Aleman Suz
OPEN EX
Steve Montague Yam
Rich Collins KTM
Bill Emery Bul

CMC Motocross
Kent, WA.
Aug. 27, 1976
By Sue Sykes

MINI A
Phil Larson Yam
Ken New Yam
Jeff Hayden Yam
MINI B
John Spooner Yam
David Holloway Yam
Allen Rush Yam
100 B
Jim Anderson Hon
Perrish Anderson Yam
Kevin Parker Suz
100 C
Ron Simmons Yam
Scott Inman Suz
Steve Spooner Yam
125 PRO
Bob Klemp Suz
Lee Voss Hon
Mike Odden Hon
125 B
Steve Poindexter Yam
Russ Tom Hon
125 C
Dennis Herberg Suz
Wade Clemons Yam
Greg Salmi Hon
250 PRO
Kurt von Mettenheim Hus
Clint Calhoun Hus
Rick Weidman Hon
250 B
Kevin Weaver Hus
Myron Wamben Suz
Scott Lawson Hus
250 C
Brad Case Suz
Henry Jacobson Hon
Jim Wetz C-A
OPEN PRO
Lon Lewis Yam
Rick Homestead Suz
Ken Brynn CZ
OPEN B
Lloyd Stewart Mai
Mike Wood Suz
OPEN C
Ken Eanes Yam
Daniel Bliss Suz
Jeff Daniel Hus

New Race Date-
Oct. 23 & 24

HOPETOWN

ALL ENTRIES WELCOME

Official Entry Blank

DATE _____

1st Come 1st Serve

No Cards or Membership Required No Early Postmarks

A separate form must be submitted for each class entered.

NAME _____

ADDRESS _____ CITY _____ STATE _____

PHONE NO. _____ AGE _____ ZIP _____

MAKE OF MACHINE _____ ENG. NO. _____

CU. IN. OR CC _____

For official use only

Assigned number

Assigned class

HIGHEST DISTRICT 37 CLASSIFICATION HELD

NOV _____ JR _____ EX _____ NONE ____

If you do not have a District 37 card, please note association and classification.

FOR DISTRICT 37 POINTS ONLY: RIDING NO. _____ DIVISION _____

CLUB _____ AMA NO. _____ EXPIRES _____

THE UNDERSIGNED ENTRANT BY AFFIXING HIS INITIALS BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO HIS PARTICIPATION IN THIS EVENT AND HE HEREWITH SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE AMERICAN MOTORCYCLE ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.

(entrant's and/or parent's initials) _____

If entrant is under 21 and does not have current District 37 Card indicating notarized consent is on file, Parent or Guardian must sign here acknowledging his or her consent to the terms of entry.

The undersigned does hereby certify that he is a duly qualified (Circle One) Amateur/Expert/Novice class motorcycle rider having been so qualified by a competent organization.
It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid.
Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

Signature of entrant: _____

Date: _____ 19____

18th Annual Dirt Diggers Grand Prix

DIRT DIGGERS MOTORCYCLE CLUB

Oct. 23
Oct. 24

Silencers mandatory, I.R.R.C. Radio Crew. Entries open Sept. 13 — Close Oct. 9. No cards or membership required. Send 2 legal size self-addressed stamped envelopes. One entry per envelope only. $12 — No post entries. But if you insist . . . . . $100. No Refund.

Send any standard entry form

Saturday
100, 125, 126 — 200, 250
DDMC
8228 Sale Ave
Canoga Park, CA 91304

Sunday
350, 500, Open, Hacks, Old Timers, & Powder Puff
DDMC
12051 Kirkcolm Ct.
Northridge, CA 91326

Hopetown - USA

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Champion Industries

1976 BAJA 1,000
196 ft. 13 minutes, 16 sec.
Bikes and buggies slugging it out to be first in the world famous off-road race. Locations: Start, Oso Negro, Valle de Trinidad, San Felipe. Silent, reel-to-reel. Sound available. 1/8" casette, $4 extra.

Rent or buy

1976 PARKER 400
202 ft. 13 minutes 22 sec..
Closeup action in the California/Arizona desert with exotic buggies and bikes. Five locations. Reel-to-reel. Casette sound track available, $4 extra.

Top quality underwear value

MX Cat Shirt ~~$5.95~~

AND

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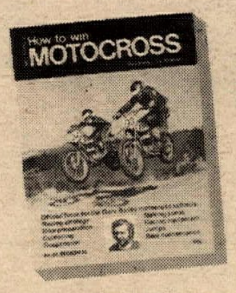

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$6

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BUY w/sound $40. ☐ Silent $36 ☐ 1976 PARKER 400 ☐ 1976 BAJA 1,000 ☐

RENT 1 week w/sound $ 7. + deposit $40. $47. ☐ Silent $ 6. one week + deposit $36. $42. ☐

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Name _____

Address _____

City _____ State _____ Zip _____

Enclose check or money order
ADDRESS:
Cycle News Products, Box 498, Long Beach, CA 90801

D-36 T.T. Scrambles
Lodi, CA.
Aug. 20, 1976
By Ann Carr

MINIS	
PEE WEE	
John West	Ind
80 NOV	
Austin Pugh	Hon
Aaron Hill	Hon
80 JR	
Mark Key	Yam
Joe Knight	Yam
80 EX	
Tracy Hays	Yam
Bill Arbogast	Yam
100 NOV JR	
Jim Womack	Suz
Bryan Combs	Yam
100 EX	
Tracy Hays	Yam
Richard Thurman	Suz
MAXIS	
100 NOV	
Kevin Cisco	Yam
Jeff Deaton	Suz
125 NOV	
Mike West	Suz
John Rabideau	Yam
125 JR	
Steve Alberdi	Hon
200 NOV	
Garry Bedford	Suz
250 NOV	
Brad Spencer	Yam
Ricky Burton	Gri
250 JR	
Brad Kotsaris	Yam
Rafe Heath	Hon
250 EX	
Dennis Spence	C-A
Steve Brandt	Yam
Ken Jackson	C-A
360 NOV	
Dave Busby	Yam
Dante D'Ambruso	Yam
500 NOV	
Kent Ackley	Yam
Terry Tipton	Suz
360-500 JR	
Mike Underhill	Yam
Rafe Heath	Hon
500 EX	
Dennis Spence	Yam
Dallas Davis	Yam
Dennis Dritzer	Hon
OPEN JR-NOV	
Steve Metcalf	Tri
Ralph Lee	Tri
OPEN EX	
Phil Vitalie	Nor
John Fite	Tri
Eric Weisler	Yam

D-37 EuroScrams
San Gabriel MC
Aug. 29, 197
By Dick Kay

HEAVYWEIGHT	
Mitch Mayes	
Mike Edmondson	
Max Eddy	
NOV HEAVYWEIGHT	
Frisco	
Len Eaton	
Bruce Felker	
SENIOR	
Art Knapp	
Dick Kemp	
WOMEN	
Trudy Beck	
Dawn Grant	
June Ellias	
BEGINNER	
John Thompson	
Bob Cappillo	
Mike Rose	
LIGHTWEIGHT I	
Brent Wallingsford	
Bob Rutten	
Brian Wright	
Jack Gaetz	
Mark Phillips	
TRAIL	
Rusty Blake	
Joe Lockhart	
Kenny Dodd	
Frank Thompson	
John Jones	
Torsten Corun	
LIGHTWEIGHT NOV II	
Chuck Bollinger	
C. Gettis	
P. Grossnickel	

CRC/NMA MX
Valencia, CA.
Aug. 26, 1976
By Laszlo

JR CYCLES STK	
Kyrene Santy	I-J
Jeff Barbacovi	Hon
Randy Moody	Hon
MODIFIED	
Gary Szilagyi	Hon
Dean Lonskey	Hon
Sean Santy	I-J
0-83cc STOCK NOV	
Nick Athans	Yam
Russ Geiger	Yam
Kevin Brewis	Yam
0-83cc MOD NOV	
Alex Jud	Yam
Karl Johnson	Yam
James Hatley	Yam
INTERMEDIATE	
Randy Fleisher	Yam
Erik Kehoe	Yam
Geoff Airey	Yam
100 BEG	
Greg Robertson	Yam
Bill Mooneyham	Hon
Greg Smith	Suz
100 INT	
Jim Cote	Suz
Jim Crowder	Yam
Kenny Spiker	Suz
125 BEG	
Shawn Hughes	Hon
Steve Vincze	Hon
Robbie Abernathy	Hon
125 NOV	
Mark Casper	Yam
Scott Berg	Hon
David Lynch	Hon
125 INT	
Jim Sendlbach	Yam
Eddie Armstrong	Kaw
Jerry Jeffery	Hon
125 EX	
Tom Ryan	Yam
Bobby Jones	Hon
Bob Ramsey	HOn
250 BEG	
Sleazy Rider	CZ
Steve Jordan	Bul
Charlie Strong	Yam
250 NOB	
Dave Parker	Suz
Drew Sidaris	Hon
Tom Malone	KTM
250 EX	
Dave Haugh	Mai
Rich Bland	Mai
Doug Renno	Mai
OPEN BEG	
Mark Carter	PM
Tracy Lewis	Yam
Gary Davis	Yam
OPEN NOV	
Jackson Rogers	CZ
OPEN INT	
Louie Lima	Suz
Jim Burke	Yam
Tim McCaskill	Suz
OPEN EX	
Dean Taylor	Bul
Frank Kalman	Mai
VETERANS	
Don Whithorn	Bul
Rabid Rocky	Hus
Art Bartle	Yam

U.S. Road Race Championship
Long Pond, PA.
Aug. 22, 1976

750 EX FINAL	
Mike Clarke	Yam
Gary Blackman	Yam
Bob Wakefield	Yam
Kurt Liebmann	Yam
Jim Allen	Yam
Bob Rectenwald	Yam
Ron Mass	Yam
Doug Libby	Yam
Dennis Purdie	Yam
Alan Barbic	Yam
William Peters	Yam
Richard Chambers	Yam
John Fuchs	Hon
Bruce Maus	Yam
250 EX FINAL	
Mike Clarke	Yam
James Allen	Yam
Ed (Hap) Eaton	Yam
Anthony Angioletti	Yam
Richard Schlachter	Yam
Richard Chambers	Yam
William Moore	Yam
Alan Barbic	Yam
Ted Henter	H-D
Richard Smith	Yam
34-Mile 250 NOV	
Don Mankie	Yam
David Schlosser	Yam
Ed Ingram	Yam
Jackie Mitchell	Yam
Chris Christensen	Yam
Nelson LaVelle	Yam
Dane Stewart	Yam
William Himmelsbach	Yam
Bernie McHugh	Yam
Jerry Wood	Yam

U.S. Road Racing Championship Point Standings

1. Steve Baker	40
2. Randy Cleek	36
3. Gene Romero	34
4. Kenny Roberts	22
5. Mike Clark	20
6. Gary Scott	19
7. Gary Nixon	18
8. Yvon DuHamel	17
9. Bob Wakefield	16
9. Gary Blackman	16

BOSS CMC
Semi Pro MX
Sunnyvale, CA.
Aug. 22, 1976
By Sallee Hilton

100 NOV	
Ricky Delong	Suz
Scott Zetterquist	Suz
Randy Robbins	Suz
WOMENS DIV	
Linda Clare	Suz
Joyce Ford	Hon
Lynette Wosick	Yam
MINI EX	
Ricky Delong	Yam
Ruben Villareal	Yam
MINI NOV	
Alan Cary	Yam
John Crossman	Hon
Felix Villalovos	Yam
125 EX	
Paul Turner	Suz
Glenn Jennings	Hon
David Woodall	Suz
125 INT	
Shawn McConn	Yam
John Dossey	Hon
Russ Daley	Suz
125 NOV DIV I	
Bart Carrigan	Hon
Tim Smith	Suz
Ron McRae	Hon
125 NOV DIV II	
Danny Farra	Hon
Scott Caldwell	Suz
Billy Leonheart	Suz
125 NOV DIV III	
Luciano Dominicic	Suz
Bob Baudin	Hon
Willie Conley	Hon
250 EX	
Mike Hersman	Hus
Mark Hilton	Suz
Chris Grewer	Hus
250 INT	
Jeff Jacobson	Mon
Steve Benakovich	Hon
Larry Wosick	Hus
250 NOV DIV I	
Bob Edgren	Mai
Brett Corkill	Yam
Phil Zemaitas	Mai
250 NOV DIV II	
Jerome Heiberger	Suz
John Putkey	CZ
Duke Dowell	Hus
OPEN EX	
Dan Leet	Mai
Ted Rogers	Hus
Rick Long	Yam
OPEN INT	
John Roeder	Yam
Bob Bellicitti	Yam
Ron Brozowski	Kaw
OPEN NOV	
Steve Weiss	Mai
Mike Riddell	Mai
Randy DeSouza	Mai
VET NOV	
Gene Carburg	Mon
Richard Doble	C-A
Josef Joukl	CZ
OLD TIMER NOV	
Gary Arnold	Yam
Joe Headley	Hon
David Raymond	Suz
OLD TIMER & VET EX	
Rick Schilling	Mai
Rich Lokke	Hon
Steve Machado	Yam

Maeser Speedway ST
Vernal, UT.
Aug. 21, 1976
By Dorde Woodruff

MINI B (7-11)	
Curtis Eddy	Yam
Rick Williams	Kaw
Michael Valdez	Yam
MINI B (12-15)	
Bryce Eddy	Yam
Donald Coutee	Yam
John Hatch	Hon
MINI A (7-11)	
Tracy Hill	Yam
Bob Thomas	Yam
Brent Smith	Yam
MINI A (12-15)	
Steve Ray	Yam
Brett Myers	Yam
Troy Larsen	Suz
125 NOV	
Clegg Stills	Yam
Randy Spain	Yam
John Hatch	Hon
250 NOV	
Ronny Harflinger	Hon
Reed Stimpson	Yam
Denny Stimpson	Yam
250 EX	
Tal Merkley	Hon
Randy Beers	Kaw
Bob Best	Yam
OPEN NOV	
Lou Mele	Suz
Von Fletcher	Hon
Danny Ellifritz	Hon
OPEN AM	
Mike Dockery	Kaw
Lonnie Osborne	Yam
Dylyle Billings	Yam
OPEN EX	
Danny Maxwell	Mai
Chris Billings	Yam
WHEELIE CONTESTS	
Mike Downey	Hon
BIG BORE SWEEPSTAKE	
Randy Beers	Kaw

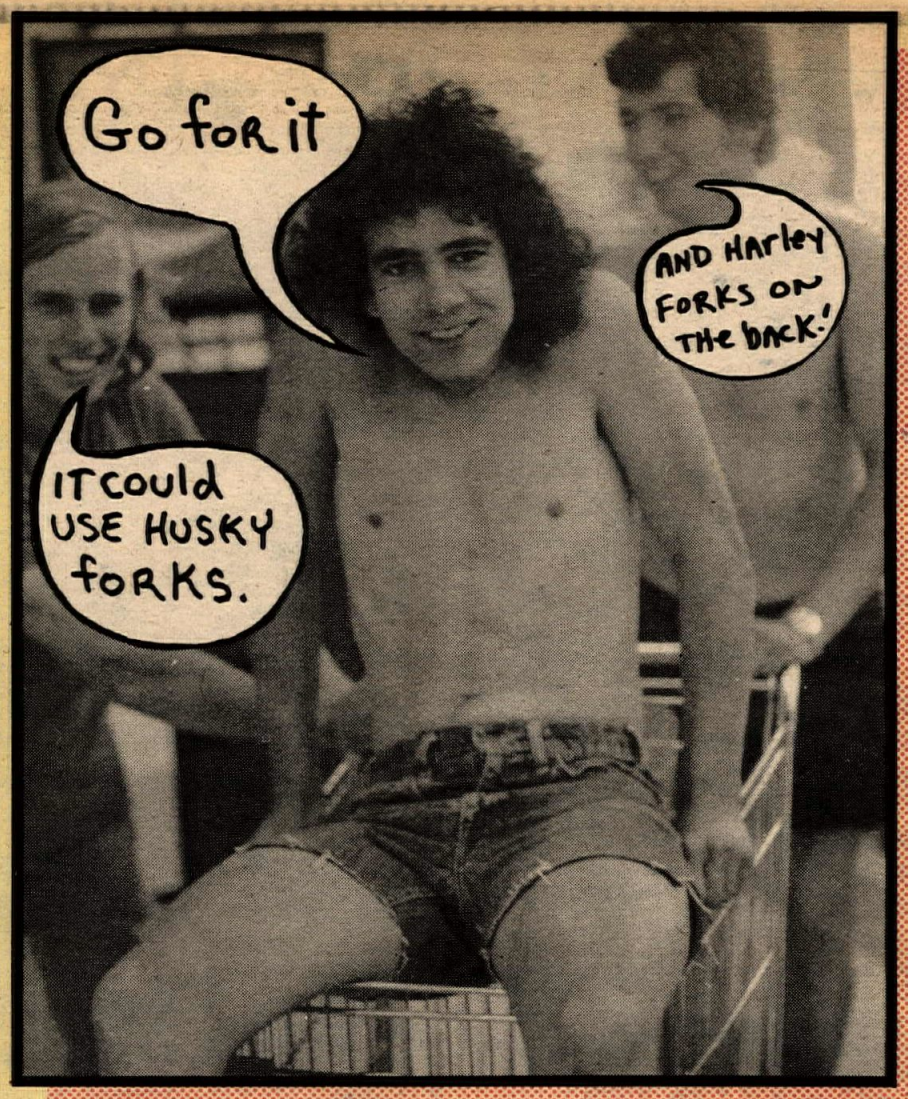
D-36 Short Track
Oakdale, CA.
Aug. 21, 1976
By Ann Carr

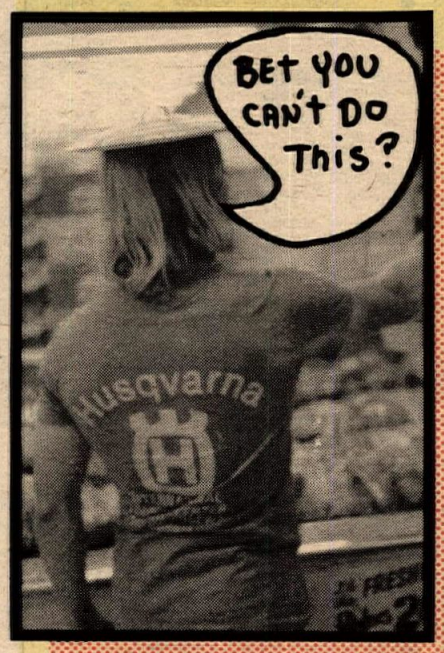
MINIS	
PEE WEE	
Todd Coca	Ind
60 NOV JR	
Todd Beecher	Yam
Jeff Tillery	Ind
Alton Uhler	Hon
80 NOV	
Austin Pugh	Hon
Robin Mast	Yam
80 JR	
Scott Nugent	Yam
Mark Andris	Hon
Mark Key	Yam
80 EX	
Doug Chandler	Yam
Mike Wilson	Yam
Bill Arbogast	Yam
OPEN NOV/JR	
David Boyles	Suz
Robert Nehrling	Suz
OPEN EX	
Jim Cunningham	Yam
Gary Blodgett	Hod
Brad Summers	Yam
MAXIS	
125 NOV	
Terry Spurgeon	Yam
Monty Latif	Suz
Bob White	Suz
125 JR	
Randy Loewen	Yam
Jeff Haney	Yam
Rolf Greenhill	Yam
200 NOV	
Dean Coca	Yam
George Soares	Yam
200 JR	
Scott Blakeman	Bul
250 NOV	
Perry Evans	Hon
Ken Dunnagan	Hon
Matt Blake	Bul
250 JR	
Dwayne Ellis	Yam
Steve Knouf	Bul
Tony King	Bul
250 EX	
Dave Faria	Yam
Kim Jorgensen	C-A
Dennis Huff	Bul
360 NOV	
Guy Mullins	Hon
Kelly Dunnagan	Hon
360 JR	
Dave Busby	Yam
Jeff Cahoon	Bul
360 EX	
Craig Scroggins	Bul
Carl Yerby	Hon
100 NOV	
Scott Baker	Yam
Karl Valdez	Yam

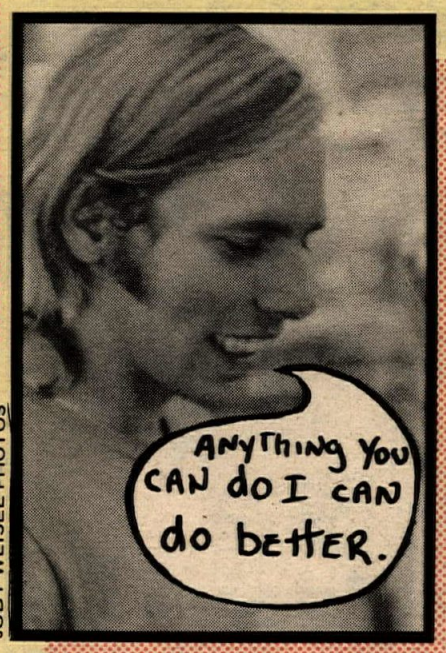
All in the factory

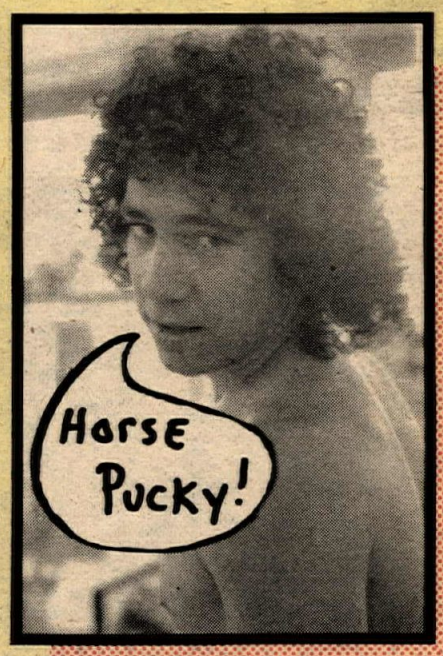
By Norman Jeer

SCENE ONE – A DAY AT THE GROCERY STORE WITH TONY, KENT AND Billy.



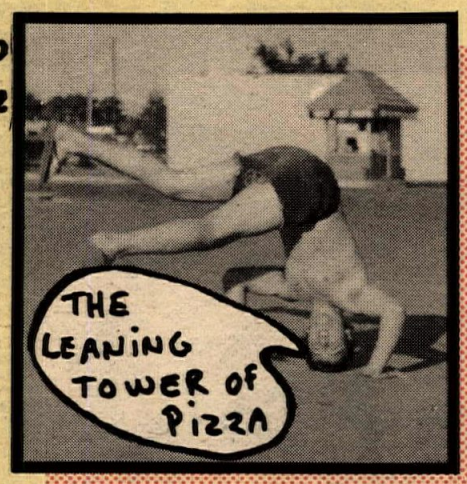






JODY WEISEL PHOTOS

Scene two The challenge IS ISSUED for a head Standing Contest



SCENE Three – As The SUN sets ON The Horizon The three boy WONDERS DUEL it OUT one more Time with their USUAL grace AND STYLE.

CENTRAL PIPELINE

TEAM TURTLE PHOTOS

(Above) Greg Sturm cleans section 13 at the Ute Cup.(Inset) Dave Burke finished third overall. (Below) Frank Martin (25) swept the Amateur Qualifiers 125 competition.

JACK HARWOOD

Ute Cup, 1976

By Team Turtle

MAYSVILLE, COLO., AUG. 22 & 23

Former Californian, Doug Bradbury was the winner of the 1976 Ute Cup with the best overall performance of the 103 contestants that entered. The Ute Cup is a two day Scottist type observed trial held in the Colorado high country on trails once used the the Ute Indians.

The Ute Cup was started seven years ago by the Rocky Mountain Trials Association (RMTA) as an annual premiere club event. Because it was such an outstanding event, it attracted some of the best trials rider in the country who took the trophies and awards away from the Colorado riders. All this was changed last year when the nationally ranked riders outside of Colorado were declared ineligible. This rule did not prevent other out of state riders to compete. This year there were 20 riders from Michigan alone.

The course for the first day consisted of 20 observed sections and an 18 mile trail ride starting at the Ponderosa Guest Ranch north-west of Salida. Six hours were allotted for the loop and sections to be ridden twice. The best performance of the day was by Pat Grimes with only six points lost. Less skilled riders took as many as 78. Section one was a water section and perhaps the most difficult of the day. The winner of the bog trophy (the rider who has the most spectacular failure in the traditional bog section) dabbed up to his hip in the mud and fell in to his neck. The other 18 sections were well set by the trials masters: Sam Dennison, Mike Foster and Larry Lund. The most exciting feature of the day was the 2x12 stiles built over the barbed wire fences which could be used in lieu of the closed gates. At the first one, the gate sure looked more inviting than the "A" frame stile.

Sunday's loop was 20 miles long with 19 observed sections to be ridden twice in a six hour time period. Over half of the sections were in water, resulting in no few bike drownings; the rest of the sections were in loose rock. The loop obtained an elevator of 11,500 feet at an uphill rock section. The downhill just after this section was a heart stopper. The best ride on Sunday was turned in by Bill Schaaf with nine points lost. Bill rode the first 25 sections clean. Fantastic! But the overall winner of the Copper Ute Cup was Doug Bradbury who lost 11 points to be added to the 20 he lost the day before. And Pat Grimes? Pat was unable to hold the pace he had set on Saturday, but did well enough to take second overall. ●

Results in Results Section.

Amateur qualifiers at Waynesville and Ponca City

By Jack B. Harwood

PONCA CITY, OK., AUG. 22

Plains area riders from Oklahoma, Kansas, Missouri, and Illinois made it quick and dirty in the Waynesville, Missouri and Ponca City, Oklahoma National Amateur qualifiers. When the gate went down at the final qualifier in Ponca City, several of the area's faster riders had to overcome racing luck in the first qualifier in order to make the cut for the Regional elimination set for September 12 at West Monroe, Louisiana.

Frank Martin of Sesser, Illinois, who earned no points at Waynesville, swept the 125cc competition with convincing wins. His twenty points brought him from zip to sixth in qualifying score.

JACK HARWOOD

David Lahey went 1-2 to finish second overall in the Amateur series.

Meanwhile, Gary Bowman, having swept at Wayneville, ran into racing luck that earned him a 16-4 and eighth for the day. Bowman qualified with second highest points with a 27 score. Galen Sizemore of Springdale, Arkansas turned in a 2-3 and second overall for the day to win first place in the qualifying list. Craig Johnson was the victim of starting collisions and never figured in the points.

Meanwhile, fourteen year-old Johnny Day turned in anotler steady 4-2 for third overall and third place qualifying score. Paul Williams had trouble with his new Honda at Waynesville and Ponca City, but managed to struggled into the qualifying list.

Two Kansans topped off the 250cc list of qualifiers, Richard Hird of Lawrence, and David Lahey of Moscow. Lahey's 1-2 earned him first overall for the day and second in the qualifying list. Hird's third overall for the day, added to his first at Waynesville, made him the top qualifier. Gene Reeves seventh overall gave him an edge in qualifying points over Chip Day, who scored a 5-5 for the day and fourth overall.

In the Open class, Brian Layton was another no-points challenger going into the final qualifier, but his impressive 2-1 and first overall gave him twenty qualifying points and fourth on the list. Charles Lee of Salina, Kansas pushed his 1-2 for the day and made the top of the list of Open qualifiers. ●

Amarillo MX and ST

By Frank Harrison

AMARILLO, TEX., AUG. 8

Hot, hot days and cool nights is Amarillo's trademark in the summertime, especially August and that's also the way the racing is at Amarillo Speedway in August. Practice starts in the heat of the afternoon for the dual program of motocross and short track. The layout is simple but interesting with jumps, corkscrews, hairpins and gulleys running a continuous course for the MX'ers inside the quarter mile claypacked oval; all with a clear view for spectators from the grandstand.

The Mini MX'ers were dominated by the Skinners from Pampa, Texas on Yamahas with Joe Skinner winning both heats and Marvin second with Morris Troxell and Kelly Dunn coming in third and fourth overall. Dunn on his Honda was looking good for a win in practice but a fall at the start of the first heat made him work from last to a fifth place finish in that event.

The second Open MX was a real thriller especially for the big guns winding their way through the short maze. Robert Jones (Yam) was quickest on the start with Tim Sarchet (Mai) and Ricky Blackwell (Hus) cutting a fast lead. Blackwell quickly picked off Sarchet on the second lap then worked on Jones to go into first by the third lap. Sarchet and Jones went into battle for second with Sarchet coming out on top. At the finish it was Blackwell, Sarchet, and Jones. Overall for the Open Class was Sarchet, Blackwell and Jones.

After the excitement settled from the motocross, the sun was down and although the temperature went down some, the heat on the track didn't. The 360 "B" main stirred things up a bit as Larry Schniederjan drove into No. 1 followed by Don Cooper (Bul) and Eldon Barker. As Schniederjan increased his lead Barker worked hard on Cooper for second finally doing it in the fourth lap. The finish was Schniederjan, Barker, Vermillion, as Cooper fell in the last lap leaving fourth to Billy Roberts of Dumas.

The 360 A's came to life as "ole thumper" Bill Brown on a Sprint plugged into the lead over Earl Stovall (Yam) and Randy Carthel. Carthel got by Stovall as Brad Hutton (Bul) went into fourth. Then Carthel started working on Brown as Brown lost his saddle. With a loose seat Brown quickly drifted back. Don Parker on his Penton started commin' on. Parker worked on Stovall and passed him as Hutton breathed down Carthel for first. All this time Bill Brown was regaining his composure and starting to thump through the ranks, picking off Terry Tripp (H-D) but too late as the finish is Carthel, Hutton, Parker and Stovall. ●

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CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

September 9

CMC MOTOCROSS
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Trophies & prizes. 213/323-1142.

NSL & SRA SPEEDWAY
Irwindale Raceway, Irwindale, Calif. Take 210 Fwy. to Irwindale Ave. Starts 8 pm. Entry $5. National Speedway League. Adm. $3.50 adults, Jr. (13-16) $2.50. Kids 8-12 $1. 213/334-4949.

CRC MOTOCROSS
Corona Rcwy., Corona, Calif. First race 7:30 pm. 714/689-6114, 735-1705.

CMC NIGHT MX
Fremont Rcwy., Fremont, Calif. Gate open 4:30 pm, prac. 5:30-6:30 pm, race 7 pm. All classes & OT, Vets, Women & minis. Entry $6 post. 166% Ex. p.b. 30% brass. $3000 rider med, ins. Norcal MX, 415/881-1039, 278-4269.

September 10

CMC NIGHT NATIONAL MX
Irwindale Rcwy., Irwindale, Calif. Prac. 6 pm, race 7:30 pm. $3000 cash to Pros. Spec. $300 King of the Hill to 2 top riders from 125, 250, 500 classes. Super con. prizes to Jrs./Int.

CMC SEMI PRO MX
Sand Hill Ranch, corner of Camino Diablo & Vasco Rd., Brentwood, Calif. Prac. 6, race 7:15. Entry $7. 6 race series 1st prize is Yamaha RD 60. 415/634-3328, 687-2159.

R.A.C.E. MOTOCROSS
Corona Rcwy., Corona, Calif. Fwy. 91 to Pierce or Magnolia Ave. Prac. 6 pm, race 7:30 pm. Entry $5. P.B. to Pros, 30% same day brass. 714/735-1705.

CLASS A AMA SPEEDWAY
Folsom City Park, Folsom, Calif. $1200 purse. Div. I, Div. II Scratch & Jr. program. $3 watch. 415/327-4461.

AME NIGHT MX
Indian Dunes, Valencia, Calif. Sign up 6-7:30 pm, prac. 7, race 8 pm. Entry Spts. $5/Pro $10. Post only. Memb. req. $8. 100% Pro p.b., 30% brass. $4000 med. cov. AME, PO Box 1421, Reseda, Calif. 91335. 213/581-5778.

September 11

SHORT TRACK
Benton Lane Park, N of Eugene, Ore. to Jct. City, W on Hwy. 99W to B.L. Park. Prac. 6, race 7. Entry Am $4/Pro $6. Guar. $800 purse. 2 Pro classes; 250-400cc; 401cc & over. 503/998-8472.

CMC SEMI PRO MX
Action Rcwy., Redding, Calif. Gate open 4 pm. Sign up 4-5, prac. 5:30-6:30, race 7:30 pm. Entry pee wee $4, Nov/Am $8, Ex/Pro $15. All classes. New track. 100% Ex. p.b.

D-36 HI PT SERIES SHORT TRACK
Chris Beck Arena, Sonoma Cty. Fairgrounds, Santa Rosa, Calif. Sign up 4-6 pm, prac. 5-6, race 6:30 pm. Entry $4, $3 for 2nd bike. All classes & minis. North Bay MC. 707/546-3903, 823-7571.

CLASS A SPEEDWAY
Washoe Fairgrounds Reno, Nev. Reno Championships. 415/327-4461.

SHORT TRACK
Lodi Cycle Bowl, Lodi, Calif. Sign up 4-6 pm, prac. 4:30-6 pm, race 7 pm, Ex. 100% p.b. plus added purse. Entry $4, Ex. add $2.50. Westside Eagles MC. 209/529-1620, 358-6789.

CENTRAL

HALF MILE
The Trick Track, Lubbock, TX. 2½ mi. S of Idalou, TX. on FM 400. $499 purse $ brass. Gate open 4 pm, race 8 pm. Entry $7. 806/747-1691.

September 11-12

AGGIE 200 RR
Texas World Speedway. College Station, TX. 200 mi. endurance road race. Sat. Prod. class goes 200 mi. entry $30. Sun. reg. GP Prod. & Cafe for all. $16 entry. CRRC, 3812 Halfpenny Rd., Austin, TX.

September 12

TT GRAND PRIX
Elsinore Raceway, Hwy. 71 to Lake Elsinore City, Calif. Track off Hwy. 71. Sign up 6:30 am. Entry $10 mail; $14 post. 30 laps 30% brass. Decals & fin. pins. Mail entry closes Sept. 6. R.A.B.I., 314 E. Whittier, Hemet, CA. 92343. 714/925-2871.

B.O.S.S. CMC SEMI PRO MX
Helvetia Park, West Sacto, Calif. Harbor Blvd. in West Sacto, 7 mi. along river. Gate open 6:30, race 9. Entry $8/$15. 110% Pro p.b., 30% brass. All classes. 916/635-5240.

OMRA 1-DAY RELIABILITY TRIAL
Fish Hatchery on Trask River. Take Sunset Hwy. from Portland, Ore., turn SW onto Wilson River Hwy., go 20 mi., marked from Hwy. Start 9 am. Entry $6 pre/$8 post. 100 mi. cse. Spk. Arr. req. All classes. Trask Mtn. MC, PO Box 652, McMinnville, Ore. 97128. 503/472-3486, 472-3828.

D-37 HARE SCRAMS
Lucerne Valley, Calif. Limed from Y-Cafe to Camp Rock Road. Start 9 am. Entry $7. 2 loops-37 mi. each. Hacks welcome. Prizes for all classes. Huntington Beach MC. 714/871-9276, 213/943-0377.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. Corner Camino Diablo & Vasco Rd., Brentwood, Calif. Entry $8. Prac. 6, race 7:15. 415/634-3328, 687-2159.

SRA GP SCRAMBLES
Carlsbad Rcwy., Carlsbad, Calif. Prac 7 am, race 7:45. One hr. races over ORV cse. 20% brass & free beer at noon. Gate open 6 am, info & mail entry. 213/320-1015.

CRC MOTOCROSS
Escape Country, Trabuco Cyn., Calif. 3 motos & 30% brass for Sptsmn; 2 long motos & $ for Ex. All classes, minis +30 & gals welcome. $3000 med. ins. Memb. no req. Sptsmn. $7, Ex. $10; non-memb. add $2. Gate open 7 am, prac. 8-9, race 9:30 am. 213/830-7519.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Ca. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, Ca. 92626.

HILLCLIMB
DeAnza Cycle Park, Sunnymead, Calif. 90 mi E of Riverside on Hwy. 60, take Theodore off-ramp. St. & Mod. classes. Sil & kill swit. req. Chains ok. Sign up 7-9, $3 gate, $6 entry, $2 watch. 714/653-5840, 653-7979.

THE OREGON REGIONAL RR
Portland Int'l. Rcwy., West Delta Park, Portland, Ore. I-5 N, take Delta Park exit. I-5 S, take Lombard exit then West Delta Park exit. Gate open 8 am, prac. 9, race 1 pm. Entry: Trophy classes, $13 1st class; $3 each add class: Money class $20 1st, $10 each add. $5 post entry penalty. 100% pb to 250 GP & Open GP: Sidecars $100 purse. OMRRA. P.O. Box 13454, Portland, Ore. 503/761-7729.

AMC MOTOCROSS
Saddleback Park, Orange, Calif. [illegible]te open 7:30 am, [illegible] 8-9, race 9:30 a[illegible] mail entry. $7/[illegible] post, $2 extra no[illegible]emb. $3000 med. ins. 30% same day brass. 100% Pro p.b. 714/581-2778.

$1000 PURSE

MOTOCROSS
Cycle Haven, Long Beach, Calif. Across from L.B. Naval Base, 1 blk E of Vincent Thomas Bridge. Prac. 7:30 am, race 9 am. Entry $6, gate $1, Pros $10. 33% brass. $3000 med, ins. 213/832-6844, 547-1818.

AMA MOTOCROSS
Sacto off Hwy. Vehicle Park, Hwy. 50 to ward Placerville, turn S on Prairie City Rd., W on White Rock Rd. to Park. Gate open 6 am, sign up 8-10 am, prac. 9 am. Entry $8 Jrs., watch $4. Can-Am Pacific Regional Semi-Final National Amateur MX. 6819 Oaklawn Wy., Fair Oaks, Calif. 95628. Limited Jr. entry. (35 per class). Pre entry ok. 916/961-3083, 961-1211.

AMA D-35 MX
Spillway Park, Santa Maria, Calif. Sign up 7 am, prac. 8:30. Entry $5 Jrs/$11 Ex. 100% p.b. to Ex., 30% brass. Free ON camping. 805/937-6171.

AME MOTOCROSS
Indian Dunes, Valenica, Calif. Gate open 7 am, sign up 7-8:30, race 9 am. Entry $7/$12 mail, $10/$15 post. Memb. req. $8. $4000 med. cov. 30% brass. AME, P.O. Box 1421, Reseda, CA. 91335. 213/881-5778.

CRC COCKS CROW ENDURO
Sidewinder Road, Barstow, Calif. A real Family enduro. 2 loops. Minis, women & C's -16 go 1 loop. 20% brass, fin. pins & decals. Mail $10 & 2 sase to CRC, 7601 Arlington, Riverside, Calif. 92503. $2 discount to CRC memb. Family teams free. 2&3 man teams $1 per rider. 7 am start. CRC pts. 714/689-6114.

D-36 SEMI PRO SHORT TRACK
Sears Pt. Speedway, Sears Pt. Calif. Gate open 9 am, prac. 10:30, race noon. $3 watch, $4 ride, 2nd bike $2. White plates free. $2 Semi Pros, 25 cents ambulance. High Pt. brass for Nov/Jr. Cash for Ex. 8 race series. 415/327-4461, 707/938-8448.

Central

MOTOCROSS
Mt. Zion Rd. off Hwy. 287, betwn. Decatur & Alvord, Texas. Prac. 7:30, race 10. Entry $8 Ex., $5 Int., $4 Nov. Split prog. $1008 purse. 817/427-2663 after 6 pm.

SHORT TRACK
Ft. Hood, Texas. Enter Ft. Hood at main gate, follow signs to Cowhouse Motorsports Park. Star 11 am. Entry $6 ride, $1 watch. Big brass. Minis thru Open. 817/532-2750.

CYCLERAMA MX
Cyclerama MX track, San Antonio, Texas. All classes + Minis & over 30. $200 Ex. purse. 6 trophies per class. Prac. 10 am, race 11.

CYCLE RANCH MX
Cycle Ranch, Whitney, Texas. Sign in 8 am, prac. 9-10:30. races 11 am. Entry $5 Nov, $6 Int., $10 Ex. $1008 purse (pd. by moto) 6 plc. brass all Am classes. 6 race qual for Grand Nat. Champ in Astrodome, March, '77. 817/694-2901.

September 13

D-36 MEETING
Board of Directors meet at Holiday Inn, Fairfield, Calif. 8 pm. 415/327-4461.

September 14

SMOOTH SCRAMBLES
Petaluma Speedway, Petaluma, Calif. Sign up 4-7 pm, prac. 6-7, race 7:30 pm. Entry $3.50. Glad Super Scrambles series. 707/763-3468.

September 15

D-36 SEMI PRO SHORT TRACK
Fremont Rcwy., Fremont, Calif. High pt. series. Brass & cash. Gate open 4, prac. 5, race 7 pm. $3 watch, $4 ride. 415/327-4461, 651-2545.

SRA SPEEDWAY & NMRA HEADER
Ascot, 18300 So. Vermont Ave., Gardena, Calif. Free parking, program, pencils. Adm. $2.50, kids 9-15 $1, under 9 free. 231/323-1142.

September 16

CMC NIGHT MX
Fremont Rcwy., Fremont, Calif. Gate open 4:30 pm, prac. 5:30-6:30 pm, race 7 pm. All classes & OT, Vets, Women & minis. Entry $6 post. 166% Ex. p.b. 30% brass. $3000 rider med, ins. Norcal MX, 415/881-1039, 278-4269.

CLASS A AMA SPEEDWAY
Folsom City Park, Folsom, Calif. $1200 purse. Div. I, Div. II Scratch & Jr. program. $3 wa ch. 415/327-4461.

CMC MOTOCROSS
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Trophies & prizes. 213/323-1142.

CRC MOTOCROSS
Corona Rcwy., Corona, Calif. First race 7:30 pm. 714/689-6114, 735-1705.

September 17

CMC SEMI PRO MX
Sand Hill Ranch, corner of Camino Diablo & Vasco Rd., Brentwood, Calif. Prac. 6, race 7:15. Entry $7. 6 race series 1st prize is Yamaha RD 60. 415/634-3328, 687-2159.

R.A.C.E. MOTOCROSS
Corona Rcwy., Corona, Calif. Fwy. 91 to Pierce or Magnolia Ave. Prac. 6 pm, race 7:30 pm. Entry $5. P.B. to Pros, 30% same day brass. 714/735-1705.

SHORT TRACK
Benton Lane Park, N of Eugene, Ore. to Jct. City, W on Hwy. 99W to B.L. Park. Prac. 6, race 7. Entry Am $4/Pro $6. Guar. $800 purse. 2 Pro classes; 250-400cc; 401cc & over. 503/998-8472.

AME MOTOCROSS
Indian Dunes, Valencia, Calif. Int. track. Helmet House Summer Series. Finals on Labod Day weekend. Sign up 6-7:30 pm, prac. 7, race 8. Entry Sptsm. $7, Pros $10 post only. 30% brass, 100% Pro p.b. AME, PO Box 1421, Reseda, Calif. 91335. 213/881-5778.

September 18

CRC TT SCRAMS & HALF MILE
395 Cycle Park, Adelanto, Calif. Gate open 5 pm, prac. 7, race 8 pm. No memb. req. $2 gate, $6 race. Free ON camping. 20 % brass same day. All classes welcome. 714/689-6114.

SHORT TRACK
Lodi Cycle Bowl, Lodi, Calif. Sign up 4-6 pm, prac. 4:30-6 pm, race 7 pm, Ex. 100% p.b. plus added

Race with AME

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Sunday, Sept. 26
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Gate opens 7:30, Practice 8:00
Race 9:00, Finished by 2:30
Beg., Jrs., Int., $8.00, Pros $13.00
No Membership or mail entry required
Not affiliated with Saddleback Park

purse. Entry $4, Ex. add $2.50. Westside Eagles MC. 209/529-1620, 358-6789.

September 19

UEA TUFF 'E NUFF '76 ENDURO
Limed N of Red Mtn. on Trona Rd., Calif. AMA D-37 pts. Non D-37 memb. welcome. Entry $9.50 mail, $11 post. 3 man team add $1 per rider. A/B/C/WD classes. UEA, 17612 Beckwall Lane, Huntington Beach, CA 92649. 714/840-3409, 213/421-9179.

B.O.S.S. CMC SEMI PRO MX
Sunnyvale PAL Track. Alviso in Milpitas, CA. W to Caribbean, N 2 blks on R. Start 9 am. Entry $8/$15. 100% Pro p.b., 30% brass. All classes. 916/635-5240.

D-37 MOTOCROSS
395 Cycle Park, Adelanto, Calif. Prac. 8 am, race 9:30. 3-15 min. motos. Entry $7 post only non-D-37 memb. add $2. Gate fee $2 inc. free ON camping. CRC. 714/689-6114.

ITA TRIALS
Saddleback Park, Orange, Calif. Sign up 8:30 am, trial 9:30 am. Entry $5 memb., $7 non-memb. All classes. Trials school after event. 714/879-0570.

AMA MOTOCROSS
S.O.H.V.P. (formerly McGills), Sacto, CA. Gate open 6 am, race 9 am. Entry $8/$15 Ex. 100% p.b. Free ON camping. S.V.S. 916/961-1211.

CRC MOTOCROSS
Indian Dunes, Valencia, Calif. 3 motos & 30% brass for Sptsmn; 2 long motos & $ for Ex. All classes, minis +30 & gals welcome. $3000 med. ins. Memb. not req. Spts. $7, Ex. $10. Non-memb. add $2. Gate open 7 am, prac. 8-9, race 9:30 am. 213/830-7519.

INDOOR MC SWAP MEET
Great Western Exhibit Center, Los Angeles, Calif. 9 am- 2 pm. Thousands of parts & acces. Adm. $1.95, kids —12 free. 213/588-7310.

DRA HARE SCRAMBLES
California City, Calif. Start 9 am. approx. 3x20 mi. 20% brass, fin. pins. First race of Balentine Bounty Series. $500 to any rider who can win 2 out of 3 races.
$390 purse. Limed from 17 mi. N of 4/corners, Hwy. 395, L side, also from Cal. City golf cse. 714/373-4647.

D-37 TT SCRAMBLES
Elsinore, Calif. Sign up 7 am, race 9 am. Entry $3.50, gate $2. Lightweights MC. 213/860-4565.

P.I.T.S. TRIALS
Murderers Gulch, Auburn, Calif. Forrest Hill exit-cross bridge — R on Cool/Placerville Rd., follow signs. Novice/Beg trials. Entry $3-$4. Start 10 am, 916/481-1262, 726-3838.

D-37 HARE SCRAMBLES
Soggy Dry Lake, Calif. Limed from Y-Cafe, enter only by Bessemer Mine Rd. 10 am start. Entry $7. 2-35 mi. loops. Beg. & Trail Nov. 1-loop. 10% brass, fin. pins. Capistrano Valley MC. 714/831-2215.

AMA SEMI PRO SHORT TRACK
Pioneer Arena, Oakdale, Calif. Sign up 7:30-10:30, prac. 9-11, race noon. Entry $3.50 ride, $1.50 2nd bike. All classes pee-wee to 360cc. 209/869-1457.

D-36 SEMI PRO SHORT TRACK
Sears Pt. Speedway, Sears Pt. Calif. Gate open 9 am, prac. 10:30, race noon. $3 watch, $4 ride, 2nd bike $2. White plates free. $2 Semi Pros, 25 cents ambulance. High Pt. brass for Nov/Jr. Cash for Ex. 8 race series. 415/327-4461, 707/938-8448.

MOTOCROSS
Edwards AFB, Corner Forbes & Lancaster Ave. Edwards AFB, Calif. Sign up 7-8 am, race 9. Entry $6/$8 Ex. Sameday brass. Gift cert. to 1st $ 2nd Ex. Free ON camping. Desert Wheels MC. 805/258-4250.

CMC MOTOCROSS
Saddleback Park, Orange, Calif. Jr/Int $7 mail, $10 post. Pros $12 mail, $15 post. Gate open 7:30 am, sign up 7:30-8:30, prac. 8-9, race 9:30. CMC, PO Box 1402, Costa Mesa, Calif. 92626. 714/557-3323.

Central

GNC MX QUALIFIER
The Trick Track, Lubbock, Tx. 2½ mi. S Idalou, Tx. on FM 400. $699 purse. Gate open 9 am, race 1 pm. Entry $7. 806/747-1691.

September 24

AMA PRO HALF MILE
Ascot Park, Gardena, Calif. $1200 purse. Nov/Jr/Ex program. First race 8 pm. Adults $3.50; Jr. $2.50; Kids 9-13 free; under 8 free. 213/321-5323, 323-5055.

September 26

3rd ANNUAL HOOK & LADDER ENDURO
California City, Park C. Limed from Cal City Golf Course to pit site. 2 loops, approx. 60 mi. family fun. Mail entry $10, minis $8, post entry $12. First out 7:01 am. A/B/C classes + -16 Cs. PP & minis go 1 loop. 100% brass to all minis -16 yrs. on 0-80cc bike. 15% brass all others. Fin. pins. Expo '76 Tent opens Fri. Entries close Sept. 10, 1976. 2/sase to Women's Aux., Pasadena Fire Dept., 5226 N. Golden West Ave., Temple City, CA 91780. 213/287-4471.

ROCKINSTRA GP
20 mi. N in US Hwy. 60 from Globe, AZ, watch for signs. 100 mi. desert race. 4-25 mi. loops, 20% brass, free beer at finish. All classes. 9 am start. Entry $13.50 pre, $20 post. 605 South 2nd St., Globe, AZ 85501. 602/425-9253.

Central

3rd ANNUAL ANTON GP
Anton, Texas. 3 mi. S of Anton on FM 168. $1000 in brass, cash & prizes. Minis, PP, Men's & Ex. classes. First race 10 am. Pre entry $6/$10/Ex $15. Pre entry cut off Sept. 20. Post entry $8/$15/Ex. $25. Mail to West Texas Boondockers, Box 2261, Lubbock, Texas 79408. Free ON camping. 806/832-4766, 747-3505.

October 2-3

THE LAST DRA CALIF' CITY GP
California City, Cal. $5000 cash & contingency. 25% Beg. brass, 20% N/A/Ex brass. Fin. pins., dual DRA pts. Sat. Beg, PP, Minis/3-wheel/0-200 Nov/Sr, Nov/Adv PP. 60 mi.: Sun. 250/Open Nov. 80 mi. All Am/Ex 100 mi. 350 rider limit per race. Mail $20 & 2 sase to DRA, PO Box 2605, Calif. City, Cal. 93505. This is 2nd of Balentine Bounty Series. 714/373-4647.

October 9

AMA NATIONAL HALF MILE ASCOT
Ascot Park, Gardnea, Calif. Camel Pro Series and AMA Grand National pts. First race 8 pm, Gate open 5 pm. Adults $6.50, kids $3.25. Reserved seats $8 adults, $4 kids thru all Ticketrons. 213/321-5323, 323-5055.

October 10

CRC TENDERFOOT ENDURO
California City, Calif. Family enduro. A, B & C riders welcome. 2 loops, 20% brass. Minis, women, C riders -16 go 1 loop. Mail $11 & 2 sase to CRC, 7601 Arlington, Riverside, CA 92503. $2 discount to CRC memb. Family teams free. 2&3 man teams add $1 per rider. Post entry $13. 714/689-6114.

Huntington Beach M/C presents
'Wild Hare Scrambles'
6th Annual — Sept. 12
D-37 Points
$10,000 in contingencies
for all classes (beginners welcome)
Over 100 contingency donors who support desert racing
See Calendar listing for details
1st Amateur/Expert to catch a 'Wild Hare' wins a set of UniRoyal tires for their car.

Sept. 12 $1,000 Purse MX
Saddleback Park
714-581-2778
AMC

Racing World at ESCAPE COUNTRY
Trabuco Canyon, CA 92678
Sat.-Sun. Racing
Every weekend.
Overnight parking available.
Non-members welcome.
Coming events:
Sept. 11 — ECRA MX
Sept. 12 — CRC/ECRA MX
(No membership required)
Sept. 18 — MX
Sept. 19 — MX
Call 714-581-6400

Ride With The Best
CMC
Continental Moto-Sport Club
1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9
Every other Wed. Night starting June 16th South Bay Park Speedway
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
CMC LICENSE REQUIRED $8.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!
CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

October 24th
The ONLY D-37 Desert Point Run
1st Annual
Dog-Gon-It Hare Scrambles
D-37 Desert Points
Soggy Dry Lake
Prairie Dogs M.C.
714-842-6787

AMC
RACE SCHEDULE
Sept. 12 — Saddleback
Sept. 19 — De Anza
Sept. 26 — Saddleback
Oct. 3 — Carlsbad
INFO 714-581-2778

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

2nd Annual
Veterans Nationals

Saturday, Sept. 25 ..... Grand Prix
Sunday, Sept. 26 ..... Motocross

Indian Dunes, Valencia, Calif.
Championship trophies — Patches to all entries
Special Pit Tootsie class for women — entry $8.00

Special classes for 4 stroke — Old Timer Club — Over the Hill Gang Club
Classes: 125 Beg — Nov — Am — Ex
250 Beg — Nov — Am — Ex
500 Beg — Nov — Am — Ex
Combined point winner for both days to be National Veteran Champion
Entry fee $12.00 per class — per day
Two classes or more $10.00 per class — per day

AMERICAN MOTO-CROSS A.M.E. INC ENTERPRISES

Co-Sponsor Bosch Spark Plugs
Contingencies from:
Bosch Spark Plugs
Bill Walters Leathers
Uni Filter
Tire Man
Torque Eng.
Electro Helmets
+ many, many others
for camping reservations phone 805-257-2700
for motel reservations phone Ranch House Motel 805-355-0555
mail entry to A.M.E., PO Box 1421, Reseda, CA 91335
Info: 213—881—5778

Entrants must be 30 years old and over

ENTRY FORM

DATE _____
NAME _____ AGE _____
TYPE BIKE _____ SIZE _____
SPONSOR _____ RIDING NO. _____
ADDRESS _____ CITY _____
STATE _____ ZIP _____ PHONE _____

☐ Beg. ☐ Nov. ☐ Am. ☐ Ex. ☐ P.T. ☐ 4 strokes ☐ G.P. ☐ 'MX

WAIVER, IDEMNIFICATION AND RELEASE OF LIABILITY AND
AGREEMENT RELATING TO THE AMERICAN MOTO CROSS ENTERPRISES, INC.
1. THE UNDERSIGNED, do hereby for myself, my heirs, executors and assigns, release, remise and forever discharge and agree to indemnify and hold harmless the American Moto Cross Enterprises, Inc. and its Officers, Agents, and Employees, of and from any and every claim, demand action or right of action of whatsoever kind of nature and any cost, loss or expense in connection therewith arising from participation in any events sanctioned by the American Moto Cross Enterprises, Inc. or any related facilities, including any claims or demands for injury to or death of any persons or any damage to or destruction of any property resulting from or claimed to result from or arise out of any accident or occurrence during or in connection with said events, including specifically such as may arise out of or be claimed to arise out of negligence on the part of said American Moto Cross Enterprises, Inc., its Officers, Agents or Employees.
NOTE: YOUR MEMBERSHIP DOES NOT IN ANY WAY INCLUDE OR GUARANTEE TO YOU ANY INSURANCE COVERAGE OF ANY KIND. INSURANCE, IF ANY PROVIDED BY THE AMERICAN MOTO CROSS ENTERPRISES, INC. IS WITHOUT COST TO YOU AND MAY BE INCREASED, DECREASED, CANCELLED IN ANY WAY CHANGED BY THE INCORPORATION AT ANY TIME AT ITS SOLE DISCRETION.
I have read the foregoing Waiver, Indemnification and Release and fully understand that no Officer or Agent or Employee of American Moto Cross Enterprises, Inc. is authorized to vary the terms or provisions of this instrument or to make any representations contrary to the provisions hereof.
IF UNDER 18 YEARS OF AGE, NOTARIZED SIGNATURE OF PARENT OR GUARDIAN IS REQUIRED

SIGNATURE OF APPLICANT _____

PO Box 1421,
Reseda, CA 91335 213-881-5778

714-925-2871
All classes: Beg — Nov — Adv — O.T.
Decals — 30% Trophies — Finishers Pins
Trophies Same Day
send any standard entry or name, bike size & class

R.A.B.I. RACING ASSOCIATION, inc. *presents*
TT Grand Prix #2
Elsinore Raceway
1st race 8:30 am 30 laps
Sunday, Sept. 12
Mail entry $10.00 (includes gate) to: 314 E. Whittier, Hemet, CA 92343. Post entry $14.00 — mail entry closes Sept. 6. Starting position determined by post mark or day of sign-up. New! Longer Track — One Mile. TT riders challenge MX riders to the skill of track riding and endurance.

• CRC •
Adelanto Grand Prix
Thanksgiving Weekend
Nov. 27 & 28
Thru the streets
714-689-6114 Days

Time to motor

CRC Race Schedule
213-830-7519
Sept. 12—Escape Country
Sept. 19—Indian Dunes (Int'l. Track)
Sept. 26—De Anza

REGULARLY SCHEDULED EVENTS

To list your regularly scheduled event, fill in the calendar blank and your event will run until cancelled. Free of charge.

WEST

Motocross

ASCOT
Gardena, Calif. 213/323-1142. CMC MX every Thursday night.

CANYON RACEWAY
Phoenix, Ariz. 602/992-0359. Every Sunday.

CARLSBAD RACEWAY
Carlsbad, Calif. 1st & 3rd Saturdays "Pro Pot Purse" days; 1st Sunday AMC; 2nd & 4th Sundays CMC; 3rd & 5th Sundays AMA Dirt Bike Promo. 714/727-1171.

CORONA RACEWAY
Corona, Calif. R.A.C.E. MX. 714/735-1705. Open MX every Friday night.

DeANZA PARK
Sunnymead, Calif. Every Saturday & Sunday. 714/653-2633, 735-1301.

EUGENE MX
Eugene, Ore. 503/344-0140. Every Sunday.

FREMONT RCWY
Fremont, Calif. 415/881-1039, 278-4269. Nite MX every Thursday.

INDIAN DUNES PARK
Valencia, Calif. 805/259-8000. AME 2nd & 4th Sundays. AME every Friday night.
CRC-NMA MX every Wednesday nite, 8 pm. 213/830-7519.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

LIVE OAK RCWY
Yuba City, Calif. 916/674-3109, 674-3094. D-36 Semi Pro MX every Saturday nite.

ORANGE COUNTY INTERNAT'L RCWY
East Irvine, Calif. CMC nite MX. Every Wed. 714/559-0199 AMC every Friday nite. 714/581-2778.

RACING WORLD MX
Escape Country, Trabuco Cyn., Calif. 714/581-6400. MX every Sunday.

SADDLEBACK PARK
Orange, Calif. 714/558-1584. AMC MX 2nd & 4th Sundays: CMC MX 1st, 3rd & 5th Sundays: SAM MX every Saturday. ITA Trials every 1st & 3rd Sunday 9:30 am. 714/879-0570.

SANDHILL RANCH
Brentwood, Calif. 415/634-3328, 634-2086. CMC MX every Sunday.

SOUTH BAY PARK
Chula Vista, Calif. 714/420-7414. CMC MX every other Wed. night.

SPILLWAY PARK
Santa Maria, Calif. 805/937-4043. AME MX every 1st Sunday. AMA MX every other Sunday.

Dirt Track

CORONA RCWY
Corona, Calif. 714/735-1705, 689-1913. Half-Mile, ST & TT every Wed. nite.

CYCLE LAND SPDWAY
Chico, Calif. CMC Sportsman Short Track every Saturday night. 916/342-9302.

ELSINORE RACEWAY
Lake Elsinore, Calif. Night TT. 714/826-2386, 674-5383. Every Saturday night.

FREMONT RACEWAY
San Jose, Calif. Every Wednesday night Short Track. 415/651-2545, 327-4461.

MANZANITA SPEEDWAY
Phoenix, Ariz. 602/276-7575. AMA TT Wednesday night.

MEDFORD RACEWAY
Medford, Oregon. 503/779-7779. AMA Sportsman Short Track every Friday nite 8 pm.

395 CYCLE PARK
Adelanto, Calif. 714/246-6109. TT & H-M every Saturday nite.

WEST CAPITOL RCWY
West Sacramento, Calif. Semi Pro TT every Friday night. CMC. Ends Sept. 10. 916/961-7484, 371-3050.

Speedway

CAL EXPO
Sacramento, Calif. AMA Class A Speedway every Friday nite. 916/489-0476.

SPEEDWAY
Hanford Fairgrounds, Hanford, Calif. SRA every Fri. night. 209/683-7730.

CENTRAL

Motocross

ANTELOPE CREEK MX
Borger, Tex. 806/273-6571, 857-3733. Every 2nd Sunday.

AUSTIN MX PARK
Austin, TX. Pro-Am, 512/451-2326. Every 1st, 3rd & 5th Sunday.

BARRON FORK MX
Tahlequah, Okla. 918/456-8421. Every 1st & 3rd Sunday.

BIG BLUFF MX
Wellington, Texas. 806/447-2101. MX every first Sunday of month.

BIG DUD
Albuquerque, N.M. 505/298-7013. First Sunday.

CENTEX MX PARK
Cameron, Texas. 512/446-3282. AMA MX every 2nd & 5th Sunday.

COAL CREEK RCWY
Lafayette, Colo. 303/443-0825. 2nd Sunday.

CNTY LINE CYCLE PARK
Irving, Tex. Pro/Am every 2nd Sunday. 214/438-1919, 817/461-3710

CYCLELAND MX PARK
Roland, Okla. Am/Ex/mini 2nd Sunday each month. 501/783-5822, 646-2148.

GET SIDEWAYS MX PARK
3 mi. S of Jct. Hwy. 66 & I-20 then 3 mi. W Tyler, TX. 817/277-9917, 817/267-9153. MX every 4th Sunday.

HI-NOON OPTIMIST MX
Big Spring, Tex. 915/263-1278. Pro-Am. Every 2nd Sunday of month.

INDIAN TERRITORY RACEWAY
Prague, Okla. 405/567-2241. 1st & 3rd Sunday.

KLEBERG PARK MX
Kingsville, Tex. 512/595-5266, 592-1902. Every 1st Sunday.

K & R PAULS VALLEY
Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Tex. 817/694-2901. Every 4th Sunday.

MANSFIELD RCWY MX
Mansfield, Tex. Every Friday night thru Sept. 817/267-9153, 237-8138.

MIDADO RACEWAY
Stephenville, Tex. Cross country every third Sunday of month. 817/965-6179.

MOSIER VALLEY MX PARK
Euless, Tex. Pro-Am. 817/267-5193 or 277-9917. Every 1st, 3rd & 5th Sunday.

MOTORCYCLE RACEWAY
Oklahoma City, Okla. 405/677-1381. MX every Saturday nite.

OAK HILL
Between Alvord & Decatur, Tex. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tex. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
Danbury, Tex. 713/849-4461 or 922-1145. AMA every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Tex. 817/834-0571, 834-8053. MX every 2nd & 3rd Sunday.

RED RIVER MX
Bulcher, Tex. AMA D-20 Pts. every 1st & 3rd Sunday each month. 214/272-6165.

RIO BRAVO PARK
Houston, Tex. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

SAN ANGELO MX
San Angelo, Tex. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Tex. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE COUNTY MX PARK
Seminole, Okla. Pro-Am. 405/382-5818. Every 1st & 3d Sunday.

SOONER MX PARK
Amber, Okla. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
Lockhart, Tex. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Tex. 214/272-6376. Every 1st, 3rd & 5th Sunday.

THUNDER VALLEY MX
Stillwater, Okla. 405/372-7222.

TWIN OAKS PARK
Claremont, Okla. 918/341-1143. Every 2nd & 4th Sunday.

TURNPIKE MOTOPARK
SE corner Dallas/Ft. Worth Turnpike, Callas, TX. 522-5120. MX every 2nd & 4th Sundays

Dirt Track

BAYTOWN RACEWAY
Baytown, Tex. Pro-Am. 713/576-6025. Every Sunday.

BUFFALO PARK
Carrollton, Tex. AMA ST every Sat. night. Pro race every 1st Sat. 214/241-1359, 242-8117.

COLO. NAT'L SPDWY
Erie, Colo. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

ROSS DOWNS
Garland, Tex. AMA Am Short Track every Friday night 8 pm. PO Box 813. Garland, TX 75040. 214/276-0409.

Hillclimb

LAKE WHITNEY RANCH
Lake Whitney, TX. Texas Hillclimbers Assn. 214/337-7534. First Sunday.

WANT ADS

Help wanted
Service Manager or mechanic and parts man, experienced, good references, BONDABLE. (714) 831-0122. (36)

'74, 360 Bultaco Pursang
Stock, hardly ridden, never raced, runs strong, like new. $650.00/best offer. (213) 321-3611. (36)

'75, 250 CZ
New moved up Curnutt shocks, new trick pipe and carb, new bars, levers, tank, front and back knobbies and Terry, Davies fork kit, $550. (213) 249-6504 or (805) 255-0711. (36)

WANTED: Lighting system from a Honda MT 125. (213) 833-1115. (36)

**Hey 4-wheelers & vanners!
For sale: 4 Jackman white off-road rims — size 15x10 plus 4 Maxi-Trak off-road tires — size 15x11 .5-lug, were on GMC van. Locks and lugs may be included. Sold for $410, asking $350 or B.O. Virtually new! (213) 421-4904. (35/TFN)

Trick suspension
Laydown most bike, $65.00. Moved up, $45.00. Works Performance shocks, $105.00. Boge LTG with spring, $98.00. Frames magnafluxed & repaired. G.S. Sigman Race Eng., 304 E. 231st St., Carson, CA 90745. (213) 830-4678. (34/3x)

Wanted immediately
Partsman and top mechanic, with at least 3 years experience. Good salary & company benefits. (213) 391-6217. (33/TFN)

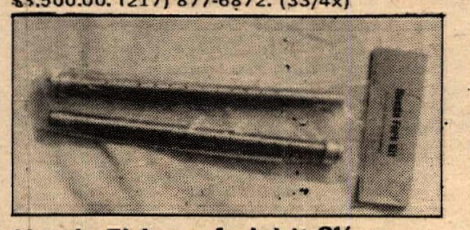
'74 Ducati 750 Sport
Fairing, TT 100 tires, very clean cafe racer. $1695.00. (915) 751-6431. (33/4x)

Help wanted
Two positions open. Mechanic and partsman to work in English motorcycle shop. Must be experienced enthusiasts. Symonds Cycles (213) 762-6368. (24/TFN)

1976 Yamaha YZC 125
OCC monomod 8½", kitted forks, FMF up-pipe, new sprockets, chain & tires, G.P. seat, KN filters, $675.00. Charleen Higgins, after 6 p.m. (213) 886-5107. (33/3x)

AJS, Matchless, BSA, Triumph
etc. Large inventory of spares & cycles. Complete restoration and maintenance service. Symonds Cycles, 5221 Laurel Cyn. Blvd., No. Hollywood, CA 91607. (213) 762-6368. (24/TFN)

Yamaha 1975, TZ 750B new
Complete with fairing. Ready to race, $3,500.00. (217) 877-6872. (33/4x)



Honda Elsinore fork kit 8½
They work with air or springs & have progressive dampening. Fits CR125 8"+ & 250 8½". Also call on other Hondas, $24.95 plus tax and postage. Hiiesalu Mfg. Co., 322 N. Lima St., Burbank, CA 91505. (213) 842-3280. (34/3x)

RM 250
3 mos. old, S&W Freon shocks, xlnt. condition. $1000.00. After 5 p.m. (714) 897-5251. (34/3x)

'76, 360 Husky & '73 DKW 125
Must sell Husky. Ridden 5 times, has extras, $1300.00 or best offer. DKW $225.00 or best offer. Call after 7 p.m. or weekend (714) 994-4207. (36/2x)

Mechanic wanted
We have immediate opening for two experienced Yamaha mechanics. Send resume to Orange County Cycle, 13666 Harbor Blvd., Garden Grove, CA 92643. (714) 530-7340. (36)

M/C dealer Kawasaki, Los Angeles County
Very good profits. $50,000.00 down. (213) 447-5435. (34/4x)

FMF '76 RM 250
Baker fork kit, Metzeler, Oury, Phase II, two new chains, S&W springs, air caps, $900. (213) 597-5220. (36)

'76 Honda 125 CR
Radial head, pipe, tk. boots, only 3 tanks of gas on bike, perfect condition. $800.00. (Need car insurance.) Jeff (213) 943-9683.

'76 Yam. RD250 road racer
K-81s, rearsets, Mulhollands, K-Mart coils, stock engine, new rings, 1100 miles. $750.00. Trade considered. (714) 546-8614. (35/2x)

'75 Honda CR 125 Elsinore
Absolutely brand new condition. $550.00 or best offer — rarely ridden! (213) 472-4443.

Mooch deals "Munari & Norstar Boots" $59.95
Close out on odd sizes, $51.95. Call for sizes. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA 90255. Will ship anywhere. (213) 587-7244. (20/TFN)

Attention: "Salesman & Rep.'s"
Many territories open — Large inventory of trick merchandise. We pay top commission. USC Motorcycle Accessories, P.O. Box 2219, Universal City, TX 78148. (512) 658-1061.

For sale:
1968 VW Bug — clean, in excellent condition. Call (213) 598-6941 after 5:30. $1,000.

'75 Ossa Phantom
Less than 50 miles, perfect condition, $925.00. (714) 635-7507 days, (714) 995-2446 eves. (36/2x)

Bell Star helmet
Orange, worn only twice, like new. Size 7-120 vision. Great deal, only $35.00. (714) 761-3178 or contact Shari at Biker (213) 595-4753. (33/TFN)

Akront aluminum alloy rims
18 & 19-inch, 40-spoke. New, still in carton, $30.00. Contact Gino at "Biker" newsmagazine office. Phone: (213) 595-4753.

Fork seals, save 15%
Leak proof fork seals, with one year guarantee! When ordering state make, model and year of motorcycle. This offer good until December 31, 1976. Send to Blanton Racing Products, Rt. No. 1 85W-50S, Dept. CNW, Rupert, ID 83350. Complete catalog $1.50.

Save $$$ on a dyno
Virtually new Hartzell MK III with all accessories. Must sell — we need the space. Asking $1800. Santa Maria (805) 922-3871.

Manager/Purchasing agent
Motorcycle accessory store & mail order business is looking for right individual. Must have experience in inventory control/purchasing/retail display. Initial compensation determined by level of experience in reason earnings. Direct confidential letter of inquiry, with complete employment and salary history. Cycle News, P.O. Box 498 Dept. RC1-2, Long Beach, CA 90801. (35/3x)

'75, 250 YAMAHA, desert ready, $700.00 or offer. (213) 860-5857. (35/2x)

'75 Husky 250 GP
Late '75, magnesium fork sliders, shoulderless Akronts, plastic air box w/Twin Air, little use, perfect maintenance, super cond., reliable, very fast. $900.00. (213) 343-3593. (36)

Honda 1974½ CR250M Elsinore
Like new, never raced. many extras: skid plate, leather tool bag, extra gas tank, owner's manual, private party. $575 or best offer. Tel. (213) 697-9872. (36)

Superzuki 400
Bought new 10-75, play ridden 6 months. Inter-Am, P.P.s, LTR Curnutts, Trickit. Reliable, sano, exquisite cond. $695 or best offer. (213) 329-5806. (36)

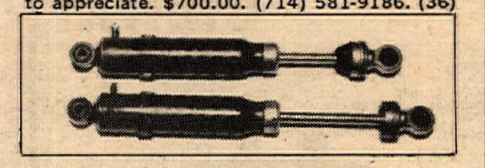
Dynomometer
Hartzell, roller type, $2500.00. (714) 457-6000. (35/2x)

1975, 400B Yamaha
Two tanks, long travel front & rear, chain tensioner, aluminum bars. $825.00. (213) 444-6962. (36)

'74½ KTM 250, $795
Xlnt. cond., clean and very sharp. Fresh top end. Many extras: 2 tanks, Curnutt shocks, fork kit, factory porting, gusseted frame, etc. (213) 365-7812. (36)

125 Husqvarna
Street legal. Set-up for enduros with all the extras. New bottom and top end, extremely reliable, $650.00. (213) 392-5156. (36)

'76 TY175 trials Yamaha
Like new, never rode in competition. Must see to appreciate. $700.00. (714) 581-9186. (36)



Honda red frame owners
Only getting 5¾" rear wheel travel can now get 7½. We modify, refill oil to nitrogen, along with our 6 month seals. Then compare your shocks with some of the higher priced models. Satisfaction guranteed, $27.50 plus tax & postage. Hiiesalu Mfg. Co., 322 N. Lima St., Burbank, CA 91505. (213) 842-3280.

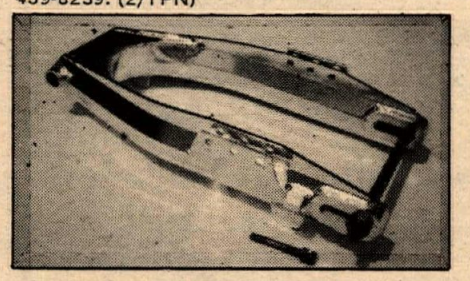
Attention salesmen!!
Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)

New Huskies
S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, CA. (213) 587-7244.

1967 Kawasaki F2-TR parts
Engine, gearbox, swingarm, frame, etc. Also "Gyt kit" cylinder, piston & head. Call (213) 427-7433 ask for Mr. Nor Velle. (10/TFN)

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987.

Shoestring wheel works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment. (213) 439-8239. (2/TFN)



CROSS UP INC. announces a new aluminum swingarm for all CR125 Hondas. Twice as strong and 30% lighter than stock. Available at your local dealer or direct from CROSS UP for $129.95. CROSS UP INC., 117 West "B" St., Wilmington, CA 90744. (213) 549-6800. (29/TFN)

1976 Yamaha YZC 125
OCC monomond 8½", kitted forks, FMF up-pipe, new sprockets-chain-tires, G.P. seat, K.N. filters. $625.00. After 6 p.m. (213) 886-5107. (36/3x)

'73 Penton 125
Fresh engine, new chain and sprockets, new Motoplat. $400/best offer. Must sell, mint condiion — See to appreciate. Owned by 33 yr. old. (213) 457-4286. (36)

'76 CR-125
Stock, new tire, fork boots, bars. Xlnt. cond. Must sell!!! $695.00 or best offer. Call after 6 p.m. (213) 469-8731. (36)

'73½ Bultaco Pursang MK VI
Plastic tank & fenders, low miles, excellent condition. No reasonable offer refused — will consider trade J.A.P. Wk. days (213) 920-2362. (36)

Speedway dealers wanted
for the fastest growing U.S. Sport — Open to all franchised dealers — Call for details (213) 772-1647. (25/TFN)

Harley-Davidson mechanic opening
Set up and custom work. Call R. Hutchins (213) 749-6235 L.A.H.D. (32/TFN)

Trike 4 sale, clean & trick
VW eng., lots of chrome, Flame metal flake blue, Roth body, mags, ext. front. Asking $1500, might trade. (714) 821-8298 or (714) 527-8681. (36)

Race winning
TZ 250 Yam., excellent cond. New slicks, spares, $1500 or best offer. (213) 249-4862.

'75 RM125
F.M.F. ported, Poppy fork kit, extra gearing, pipe, and carb. Ridden very little. Need the money, $495.00. (213) 342-6989. (36)

FOR SALE: '73¾ Radial 400 MAICO, like new, $550 and '74, 125 HONDA ELSINORE, also sharp, $450. Must sell. (213) 598-1735 or (213) 596-3626. (36)

'74 Suzuki 250 trials
Meticulous and fastidiously maintained and owned by mechanic. Too many extras to list. Wife is P.G., no insurance, need money, $550.00. (714) 892-8830. (36)

'75 Maico GP replique 250
Excellent condition, stored one year. Must sell, $725. (714) 838-4209. (36/2x)

'71 Triumph 650cc
Complete stock, looks new. $950.00. Call anytime (714) 894-1990. (35/TFN)

Mechanic wanted
Honda experience helpful. Will train willing mechanic. Top pay, exc. working conditions. West L.A. location. Calif. Honda (213) 278-5211. (36)

Bitchen Yamaha YZ 125
Like new, tricked out. (213) 882-0892. (36)

Garage sale
'73 Suzuki TM 250, Curnutts, skid plate, flywheel, fork kit, Filtron, new Cheng Shin 400/450 tire, $450.00 OBO. '72 Hodaka Super Rat, $250.00 OBO. '70 Suzuki 90 with 100cc kit, $250.00 OBO. '71 Yamaha mini 60, $150.00. (714) 994-2623. (36)

New Staracer framed TT500
Betor forks — Barnes wheels — Airheart disc — K&N's. Ready to race, $1900.00, without engine, $1200.00. Have extra spools — tires — stock frame — etc. You call — we'll deal. (303) 468-1156. (36/2x)

Husky 400 WR, 6 sp., '74½
Clean, hardly ridden, on original tires, extras, too fast for me, $1050.00. Will trade for late Husky 250 Radial, mag. Call Ron after 6 p.m. and weekends (714) 848-2613. (36)

501 Maico
New top end, new rear shocks, completely cherry. See to believe, $500. (213) 889-1142. (36)

1976 Yamaha YZ125C
Late model, like new. Must see, $635. (213) 973-0436 or (213) 973-2045. (36/2x)

Must sell, my wife
is pregnant. '73 Yamaha 250 MX, very clean, new green stickie, Curnutts, trick forks, $500. Call Bill after 4 p.m. (213) 287-7595. (36)

20 ft. Smuggler 1974, $3850
Stereo, awning, sleeps 6, carries 5 bikes, xlnt. condition. (213) 867-7107. (36)

'75 Hodaka 100 Super Rat
Desert ready! Primo condition. A must sell; sacrifice, $300 or best. Ask for Gary (213) 434-6495. (36)

FOR SALE: XL 250, plus, accessories, $495. '71, 360 YAMAHA 395, 175 YAM., best offer. (213) 634-0674. (36)

'76, 125 mono
3 months old, plus many extras, bitchin shape. $725.00 or trade for speedway bike + $. (213) 866-3486 or (213) 866-1492. (36)

'73 Bultaco 350
Super clean and very dependable. New Boges, sprockets, chain, fat seat, Mikuni, rebuilt crank. Need tuition money. $550/offer. After 4:30 p.m. (714) 542-5160. (36)

'73 Yamaha 80 MX
Excellent condition, YZ handlebars, 9 yr. old's M/C. (714) 839-0940. (36)

'74 Yamaha 360 MX
Excellent condition, rebuilt engine, $650.00 or best offer. (714) 547-0721 or (714) 830-3978. (36)

'69 Ace 100 Hodak
Good condition, $150.00. (714) 547-0721 or (714) 830-3978. (36)

'75 Puch 125 MX
Brand new piston & sleeve, Mid-Valley pipe, gearing specs. 15 hours riding time, $550.00. Call (714) 873-3831. (36)

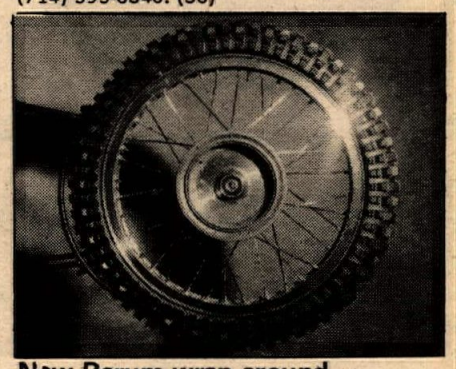
'74 Rokon RT340
Sacrifice, $600.00, race ready. (805) 484-2571. (36)

Husqvarna 360
Late '75, excellent condition, $900.00. (213) 965-8276. (36)

C&J 250 Elsinore monoshock
Maico forks, Al Baker porting, White Bros. mono mods, D&G radial head, 36 Mikuni, custom up-pipe, super condition, $1250.00. (714) 548-4876. (36)

'69 Kawasaki 250 enduro
Extra clean — runs good — desert ready — $350.00. Call after 6:00 (213) 928-2879. (36)

Do it in the dirt
'73 Yamaha MX, plastic tank, fast, $400. (714) 595-6346. (36)



New Barum wrap around knobby 325x21
Used by all the pros, in stock only, $34.50, one day UPS. Dealer inquiries invited. Crazy Whitey, New York Motorcyclist, 250-70 Jamaica Ave., Bellerose, NY 11426. (516) 328-3353. (MOPED dealers wanted.) (36)

Hodaka 100, Suzuki 250
100cc Dirt Squirt, 6 times desert, $400. TM 250 like new, $400 or trade — Ski boat. Ready to deal! (805) 649-3569. (36)

For sale '75 Husky 400 wide range
Ported & polished by Malcolm Smith, excellent condition — $850.00. (213) 288-1487 or (213) AT 4-3566. (36)

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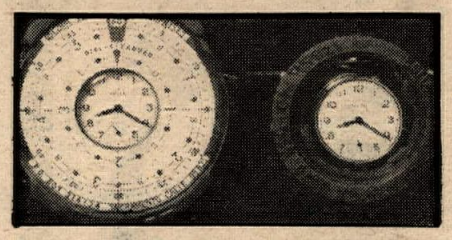


1) ENDURO TIMEKEEPER ("Dial-A-Enduro") $29.95 (wo/watch $23.95). 2) POCKET WATCH HOLDER $9.95. (10 day trial — $1.00 for post. & hand. — California residents add tax.) Bonar Ent., 3128 Auburn Blvd., Sacramento, CA 95821. (35/TFN/E.O.I.)

Boggie Ben's special
TA60 and YZ80, both set fastest time at San Antonio National. (404) 834-7728. (36/2x)

Short tracker
Champion frame Suzuki 400 trick engine, Quik change, Betors, Bassani, S & Ws, Goodyear, Pirelli, etc. $1,000 or best offer. (405) 372-5500 or (405) 377-2417. (36/2x)

Motorcycle dealership
Excellent business opportunity in fabulous southern Colorado . . . Dealership for 2 popular brands of motorcycles. Large trade radius! Furnished sales and service. Complete inventory of parts, bikes, machines and tools included. No real estate involved — excellent 40x80 building leased. On state highway, in town. See PICTURE in catalog . . .$145,000, $45,000 down, owner financing. Free. . . New 256-page FALL Catalog! Describes over 2,500 top values in 39 states. UNITED FARM AGENCY, 1104-YC Pacific Mutual Bldg., 523 W. 6th St., Los Angeles, Calif. 90014. Ph. TOLL-FREE: 1-800-821-2599. (36)

Air pistons for your forks
They separate the air or nitrogen to prevent foaming and changes in pressure and dampening, making your air forks work perfect. They will amost be as reliable as springs. 30 days money back guarantee! Note: Before sending forks check for deep gouges inside the tubes. These cannot be honed, light scratches can be removed. Your forks are taken apart, honed, pistons, oil bled and tested, $36.00. Hiiesalu Mfg., 322 N. Lima, Burbank, CA 91505. (213) 842-3280. (36)

Ex-Klinzmann TZ250 GP
New clutch, crank, drilled disc, Konis, Vesco seat. Super clean, meticulously maintained. No better deal, $1500.00. Call Ken Gill 1-(714) 653-7802. (36/3x)

1976 Maico 450 AW
3 months old, heavy duty clutch and spokes. Well maintained. Truly excellent condition. Cannot tell from new, $1450 or best offer. Please call after 5:00 p.m. (714) 837-9346. (36)

'74 XL 250
90% complete. Pettys, Cheng Shins, air forks, much more, $450.00. (714) 530-4818. (36)

1974, 400 CZ red frame
Good condition, $625.00. (213) 863-6154. (36)

750 YAMAHA — CHAMPION FRAME, Barnes wheels, Ceriani forks. Many extras, race ready, fast and reliable. Can you handle it?! Best offer. (714) 556-0089, no answer (714) 545-4097. (36)

'71 HONDA SL 125 (DIRT). Rebuilt motor, trans., Bassani pipe, KN bars, P.P. fenders, plates, etc. A clean little bike with fresh engine. $200.00 OBO. Call after 6:00 p.m. (714) 586-6190. (36)

New Hodaka 100cc engines
1976 Super Rat — in boxes — $250.00. New Arnaco shocks w/springs — 12" — $15.00. Eve. after 6:00 p.m. (213) 285-3653. (36)

Wanted '73, 250 Husky frame
Must be clean, straight and have title (for green stickie, etc.) to re-cycle my wreck. Call Jeff Days (408) 394-6761, nites (408) 663-4318. (36)

A-1 condition
'72, 450 WR Husky, $600.00. '70, 175 Yamaha, $275.00. Many extras. (213) 423-6561. (36)

Must sell
'70 Maico 400, excellent condition, xtras, great for M-X or desert. Very fast, $400 or best offer. (213) 326-8616. (36)

Honda mechanic
Permanent position available. Top pay, free medical, paid holidays & vacations. MUST be experienced. Call for interview (213) 287-0781. Honda of Temple City, 928 E. Los Tunas, Temple City, CA 91780. (36/2x)

1976 RM 370
Factory preparation and immaculate condition. Sun rims, H-D spokes, gas shocks, fork kit, floating brake, trick pipe, S&S tensioner and more, $995.00. (714) 462-9623 or (714) 448-0670. (36)

Mechanic wanted
Honda only, experienced a must, pay open. Insurance, paid vacations & holidays. FIVE day week. Call (213) 443-8866. (36/2x)

1975 XR 750 Harley
Like new — spares — best offer. (303) 237-4374. (36)

Jawa speedway bike
Serious inquiries only — $1450.00. (213) 459-2515. (36)

'74, 100, 125 Elsinore
F.M.F. 125 barrel and 100 barrel, both Stage 5 D.G. swingarm, Konis, G.P. seat, 520 F.M.F. pipe, D-G radial head. Must sell, $450.00 firm. (213) 596-9281. (36)

'75¾ HONDA MR175, under 400 miles, xlnt., xtras, $700.00. (213) 567-4563. (36)

'76 Bultaco Astro
New June '76, never raced. Must see, $1700.00 or, moving forces sale. (213) 469-8138. (36)

Jeff Ward
Team bikes: XR 75 modified, YZ 80 C modified, YZ 80C stock. All fresh and race ready. Call Jack Ward at (714) 546-6923 for bargain prices and info. Jeff Ward Racing Products, Inc. (36)

'73 Yamaha 100 MX
Has been ridden very little, clean & fast, $350. (714) 892-4501. (36)

'75 Yamaha 100 MX
Excellent condition. $450.00/offer. (714) 547-0721 or (714) 830-3978. (36)

'73 Yamaha 125 enduro
Clean, wife's bike, all street equipment, $350 firm. After 6 p.m., Newport Beach (714) 675-5686. (36)

Cowtrailer, desert racer
Husky 450 WR '73. Modified piston & carb for reliability. Trail ridden only. Boges 3½ gal. tank, immaculate bike. See to appreciate. Forced sale, $595/offer. (714) 586-5589. (36)

'74 Yamaha 100 MX
Very fast and dependable. Must sell — sacrifice, $395. (213) 446-6622. (36)

1975 Yamaha 250 monoshock
Like new, runs perfect, $700.00. 1-(213) 429-3348. (36)

XR-83cc monoshock
$2,200 invested, one of the best XRs in the country. J&H porting, Graphite spun tranny, D&G mono frame, C.D.I., PK tank, 24 carb, 17" front rim, sano bike, raced 8 times. Age forces, price $550.00. (805) 964-5671. (36)

1974, 250 Bultaco Pursang
Entirely re-built motor. Ported with pipe. 8" travel front and rear. Modified shock angle and damper rods. Must ride to appreciate. $600.00 or best offer. Ask for Mike (714) 778-6700 or (714) 581-2584. (36)

Yamaha 400 monoshock 1975
Vesco tank, Terry kit, excellent condition, ridden 5 weekends. Must sell, $975.00. (213) 434-8398. (36)

SPEEDWAY JAWA, SUPER CLEAN, new motor, new carb. $1,575. 1974 BSA 500 MX, LTR Bilsteins, Hunt mag, Mikuni carb, all new motor and trick paint, $750. (714) 894-5932. (36)

Trophies for sale
Assorment, 12" to 14", new cond. 38 at $1 each. 9 a.m. to 6 p.m. Steve, 2640 Harbor Blvd., Costa Mesa, CA. (714) 546-5525. (36)

Marriage forces sales
5 bikes in No. Hollywood. '72 and '73, 400 Maicos, '73, 450 Husky, '72, 750 Norton, '69, 250 Yamaha. All in great shape. Reasonable prices. (213) 766-9171. (36)

'72 Yamaha 360 MX
Excellent condition. Ridden very little. Asking $525.00. (714) 894-0460. (36)

1962 Triumph Bonn. T120
Showroom condition with only 13000 original miles, extra chrome, completely stock, second owner. Call Tom at (213) 889-9862. (36)

*****Husky owners******
WANTED: One used '74, '75 or '76 style Husky 250cc MX tank in good condition. FOR SALE: Pair of new 13.75" gas/oil Curnutts, gives 7" of rear travel on '74 frame. (714) 838-0658. (36)

1975 Yamaha mono
Good condition, extras, two tanks. After 5 p.m. (213) 320-8056. (36)

1976 KT 250A2
Like new, 65 actual miles, 4 mts. left on warranty. $650/offer. (714) 846-6150. (36)

1973 Jawa speedway bike
Excellent condition. New magneto, top end, piston, plated frame, solo and stock seat. 22" and 19" wheels and tires, $1095.00. Finlay (303) 687-2678. (36)

'74 Yamaha MX 100A
PMC plastic tank, K&N filter, 28mm carb, 21" front wheel, much more — $350.00 or offer. (213) 431-1081. (36)

'75 Dirt Squirt
Like new, must sell. (213) 347-5391. (36)

Attention sales reps.
Covering Arizona, New Mexico, Colorado, Wyoming, Utah, or Nevada. Add new revolutionary two stroke oil, Duralube 50-1 to your line. Sales aid, commission for contacts and call ins. Don Watkins, Distributor, Duralube, Box 8171, Hualapai Branch, Kingman, Arizona 86412. (602) 757-8303. (34/TFN)

Suzuki mechanic
Experienced mechanic with tools wanted by Suzuki shop. Must be fully experienced. Contact Suzuki of Santa Barbara (805) 966-0111. (36/2x)

*'73 CZ (w) factory 400 engine
LTR Konis, 36 Mikuni, ACK manifold, alloy sprockets & Axels, JH pipe, TH throttle, KN air filter. Stored since June '74 with 1 ride on fresh upper end. $450. (213) 358-0897. (36)

DESERT/ENDURO Specialties. Discount price list, Desertman, PO 225, Lancaster, CA 93534. (36)

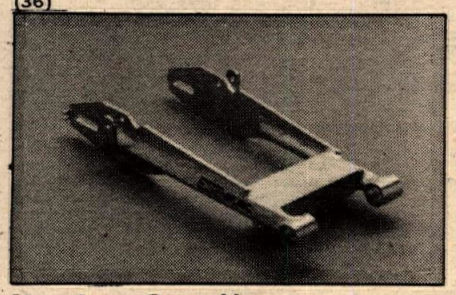
'76 Yamaha XT 500
3 months old, $1,100.00. (213) 534-5028. (36)

'76 Kaw. KX 400
Vesco desert and stock tank, skid plate, K&N filter, Pro Tec chain tensioner, extra gearing, Terry Kit front end, Works Performance rear, well cared for with stock, reliable and very potent motor. $875/best. (714) 242-3314 or (714) 256-6670. (36/2x)

Bultaco — Maico — KTM
in stock now! New Barum wrap around tires! We'll ship anywhere — ALBA BULTACO, 720 Broadway, Chula Vista, CA 92010. (714) 427-9166. (35/3x)

Perris Raceway for sale
Approximately 25 acres, 25x72 recreation, concession hall. Fencing, equip., race permit. Now have T.T., short track. Buyer could promote motocross, speedway. For appointment call (714) 657-3678. (36)

Honda Elsinore CR 250, 1973
Stock and desert tanks, cantilever shocks, mint condition, $650.00. (213) 693-4082. (36)



New from Cross Up YZ 80 and XR 75 Aluminum swingarms
6061 aluminum construction, heat treated to T-6. Bolts on in minutes, includes shock bolts, 1" longer than stock. Light! 2 lbs. 9 oz. Uses stock bushings. Available from your local dealer or direct from CROSS UP for $89.95. CROSS UP, INC., 117 W. 'B' St., Wilmington, CA 90744. (213) 549-6800. (31/TFN)

Wanted
Major Racing Oil Distributor for Arizona, New Mexico, Colorado, Wyoming, Utah, & Nevada would appreciate receiving posters & info. on all cross country races, enduros, MX events, in area for contingency possibilities — Send to: Don Watkins, Duralube, Box 8171, Hualapai Branch, Kingman, Arizona 86412. (602) 757-8303. (34/TFN)

Leathers, boots
Leathers 28" waist, Full Bore boots, size 7½. Both like new. $75.00. (213) 693-4082. (36)

"New trailers"
3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, North Hollywood, California. (31/TFN-E.O.I.)

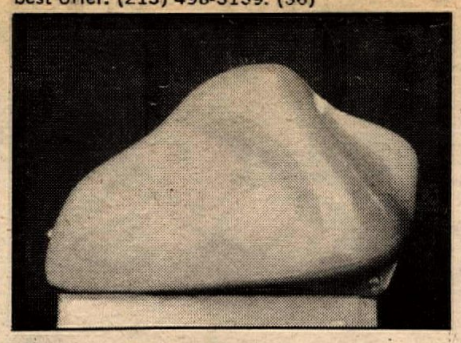
Russ Darnell Motocross Schools
Sept. 18 & 19 Sears Point, Sonoma, CA. Information (213) 367-1722. If no answer, sign up at the track. (36)

Dune Buggy tires
4 — 11 inch by 15 inch, 6 ply rating, high flotation tires & rims — 2 tires grooved, fits Ford. $120.00. (213) 425-1071. (33/TFN)

'71 Yamaha 250 MX
Excellent, ridden very little! $300. (213) 641-8839. (35/2x)

Bultaco super sales
'76, 370 Pursang & 250 Pursang, $50.00 over cost. LIMITED to supply on hand. BULTACO sale is on NOW. Bills Cycle in San Bernardino. (714) 884-1511. (36/4x)

1975 Honda CB360
6,000 miles, immaculate condition, $600 or best offer. (213) 498-3139. (36)



Yamaha XT & TT 500s
Uses Yamaha mounts & petcock. Cap and hardware included. Plastic — 3.8 gal. $48.80. (503) 829-2156. (36/3x)

'71 Norton fastback — rare
Classic, never imported, low mileage, very clean, must sell. (714) 646-6816. (36)

'74, 400 WR Husky
Desert tank, 6 plys, Curnutts, LTF, skid plate, many extras, extra clean. $850 or will trade for cycle trailer and cash. (213) 769-8177.

'75 Suzuki TM-125
Xlnt. condition, hardly ridden. Looks good, runs strong, $425.00. Must see to appreciate. Ask for Jim (213) 330-8194. (36)

Wanted
Expereienced Yamaha mechanic, North Long Beach area. (213) 635-8058. (29/TFN)

'75 XL250 excellent
Reliable, great desert bike. Much lighter than stock. L.T. Works Performance shocks, fork kit, modified engine. Can have street equipment. Sacrifice $695.00. (213) 342-6989. (36)

Faster than fast
1974 Montesa 250 V.R., cherry, stored for 2 yrs. $500. (213) 498-3139. (36)

'75, 250 Kawasaki
Aluminum bars, knobbies, fork kit, Boges, 50 T sprocket, 2 chambers, very clean, lots of extras. (213) 598-7136 or (213) 433-9775.

Service manager, partsman and mechanic
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'72 Yamaha 360 MX
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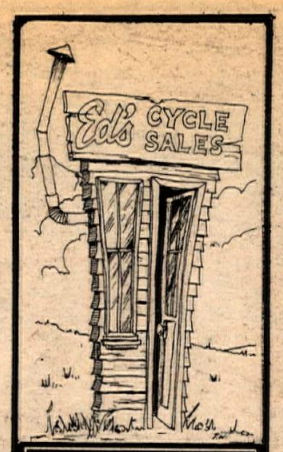

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